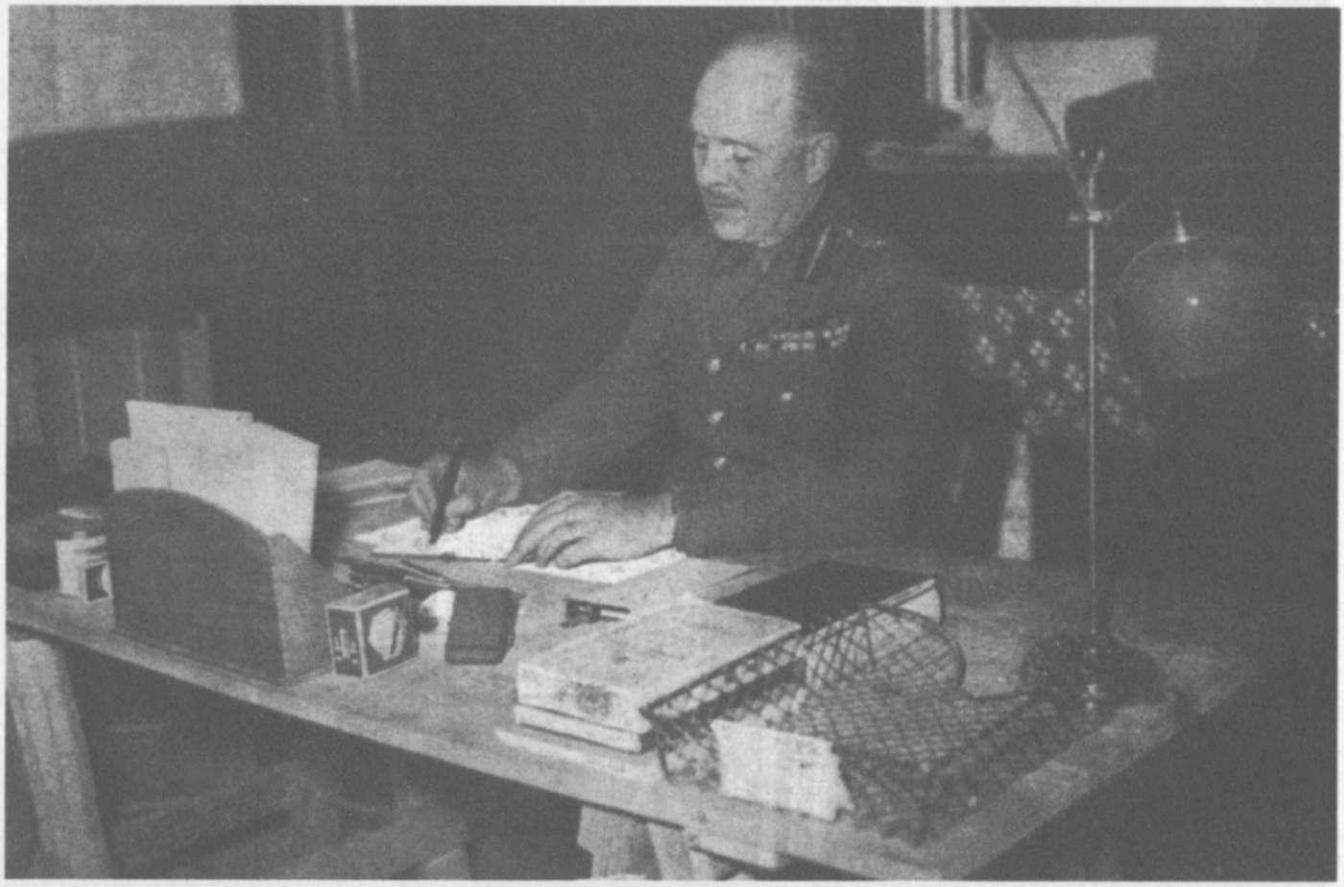
The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 16

Viscount Gort, as Commander-in-Chief of the British Field Force in France, has headquarters of Spartan simplicity. The door of the room in which he works is distinguished only by a piece of card nailed to the door with the letters C.-in-C. on it, and below are the same letters roughly chalked under the panel. Behind that door momentous decisions involving the whole course of the war have been taken—and will continue to be taken as the conflict develops.

Photo, "Match," Paris

Viscount Gort is At Home to His Majesty



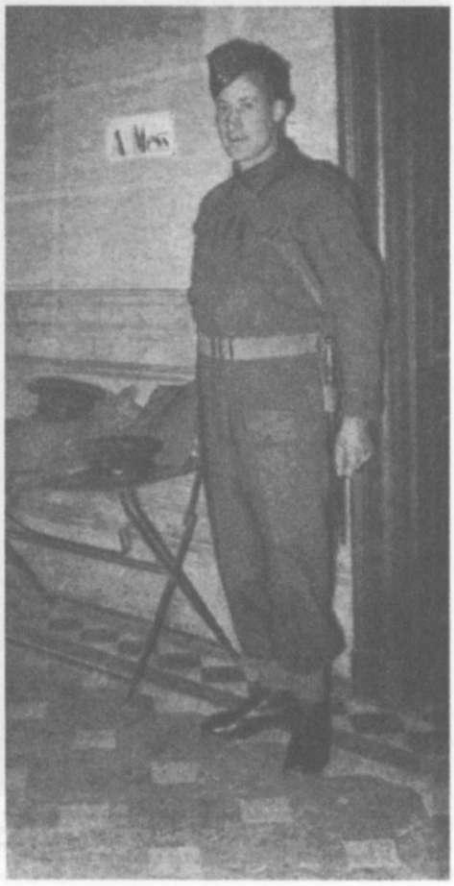
Inside the door seen in page 461 Viscount Gort is at work in such plain, matter-of-fact conditions as have been favoured by most of our great generals. His desk is of plain boards supported on trestles. A wire basket for papers, a few books, one of which is the Army List, the carton of a bottle of ink, a rack of notepaper, and a packet and a tin of cigarettes, a few letter clips and a small electric torch—these are the things which may be noted on his desk. The comforts of the room are few and sparse.

Photos, "Match," Paris

THE headquarters of Viscount Gort, Commander-in-Chief of the British Army in France, are at a château just outside a village, and almost hidden from the road by trees. It is in telephonic communication with all parts of the line held by the British Army, with the base and with the French headquarters, so that a constant flow of information comes in that has to be co-ordinated, sifted and made ready for the consideration of the Commander-in-Chief and his staff. Conferences take place there between Lord Gort and his Corps Commanders and between the British and the French Generals, and it is from there that orders emanate regulating the whole routine of the Army.

During the King's visit to France, Viscount Gort accompanied His Majesty on his troop inspections. They are here seen together in the Commander-in-Chief's car setting out for a tour. Right is the entrance to Viscount Gort's headquarters, with an orderly on duty. On the table beside him are the C.-in-C.'s cap and gas mask.

Photo. British Official: Crown Copyright



The King Goes Up The Line

At the beginning of December King George paid a visit to the Front in France where, as will be seen from this account, he was able to congratulate the first men of the B.E.F. to be in action.

THE Channel was unpleasantly rough when King George crossed to France on the afternoon of December 4, but he remained on the wave-swept bridge throughout.

The secret of his journey had been well kept, and when he stepped ashore on French soil only General Viscount Gort with a few senior officers, flanked by half a dozen French soldiers in oilskins and a handful of gendarmes, were there to meet him. As he drove away in the C.-in.-C.'s car, a few Frenchwomen waved their handkerchiefs to cheer him on his way. It was quite dark when he arrived at British General Headquarters, where he was to stay for the next few days as Lord Gort's guest.

The King leaving a trench after inspecting some of the remarkable work that British troops have done in strengthening the line.

During his visit to the Front the King saw both British and French troops. Above, a line of British soldiers is cheering His Majesty as he passes on foot. Right, he acknowledges the Royal salute of a guard of French infantry.

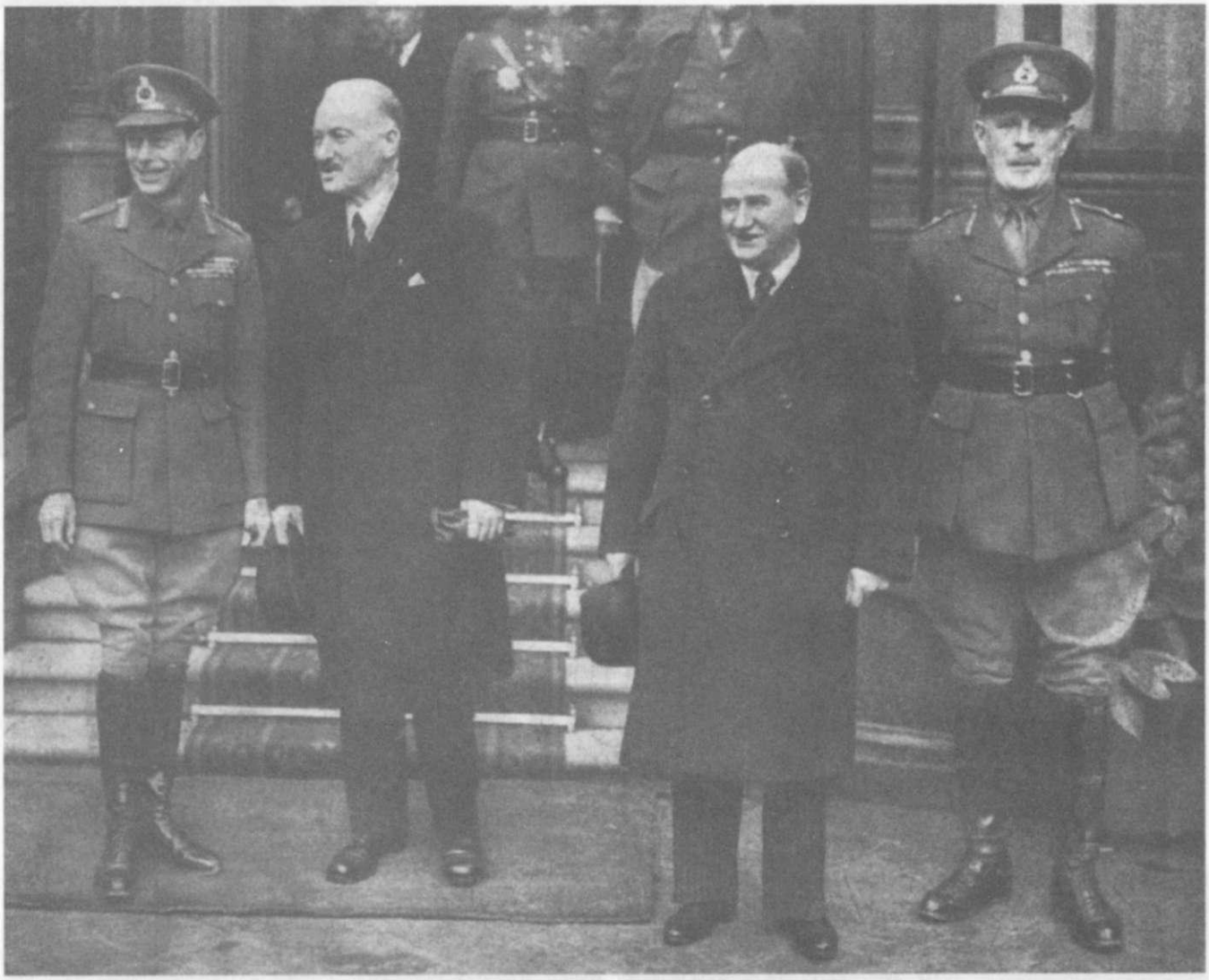
Photos, British Official: Crown Copyright

The next day was bitterly cold and rainy, but the car with the Royal Standard fluttering from the roof drove for more than 100 miles through the sector occupied by the British Army. Accompanied by his brother, the Duke of Gloucester, and Lord Gort, the King visited an aerodrome, where he chatted with a group of pilots, many of whom had just returned from aerial reconnaissances over Germany. Later in the morning he visited a 25-pounder battery concealed under the dripping trees in an orchard, and tramped through the mud to the gun pits to meet the crews. Many times during the day he descended from his car to walk down the lines of cheering troops paraded in his honour, and a similarly vociferous reception was given him as he drove past troops tramping along the muddy pavé. That day he lunched in a corporals' mess established in a village estaminet, and the *patronne* was all of a flutter when she learned only just before the guests arrived that it was the King of England to whom she was to do the honours of the house. After a meal of chicken pie and cheese, His Majesty continued his tour of inspection until dusk overtook him while at the quarters of a Highland regiment. Still wearing their kilts and with a drum and fife band, the men presented a fine spectacle, and they gave the King a wonderful send-off as he left for the C.-in-C.'s château.

Wednesday, too, was bitterly cold, but the sun came out as the royal procession formed up for a tour of British units. After inspecting long lines of troops under the command of Lt.-General A. F. Brooke, he accompanied Air Vice-Marshal Blount to an R.A.F. fighter station and chatted some time with pilots and crews who had recently brought down German aircraft. Just before lunch he reviewed a Guards regiment, and took the salute as they marched past with just such rigid precision as would be expected of them on the parade ground close by Buckingham Palace. After lunch there were more inspections until darkness fell.

On the next day the King, accompanied by Lord Gort, proceeded to the zone of the French Army. At lunch in a little country hotel he was host to M. Lebrun, President of the French Republic, and M. Daladier. The afternoon and the whole of Friday were passed in an inspection of a sector of the Maginot Line, in which General Gamelin acted as the

'Somewhere in France' King and President Meet



On December 7, during his visit to the armies in France, King George entertained the President of the French Republic, M. Lebrun, and the French Prime Minister at luncheon. Viscount Gort was also present, and is seen on the right above. Next to him is M. Daladier, and on the King's left is the President. This photograph was taken as the King and President were leaving the hotel in a provincial town in which the luncheon took place. There was no ceremony and no speeches were made, but the King expressed to M. Lebrun his pleasure at being once more on French soil.

Photo, British Official: Crown Copyright

King's guide. King George displayed a keen interest in the fortifications, and at one point spent almost an hour underground; he rode on one of the trains far below the surface, and watched huge guns being swept into position at the touch of an electric switch.

A little later the King walked to an observation post less than three miles from the German line, and from there looked across at the positions occupied by the enemy. By now it was almost dusk, and the time for the King's visit was drawing to a close. Before he left the French sector, however, he was awarded the Maginot Medal, which is given to all French soldiers who have a part in the defence of France's great fortified line.

So he entered his train on the first stage of his journey back to England, and on the morning of Sunday, December 10, he was once again at his desk in Buckingham Palace. One of his first thoughts was to send a message to Lord Gort.

"I am satisfied from all you have shown me," it read, "that the British soldier of today is at least the equal of his predecessor, both in efficiency and spirit. I send my best wishes to all ranks of the B.E.F. and assure them of the complete and unfailing confidence placed in them by their fellow-countrymen."

It was not until after the King's return that it was revealed that among the troops he had inspected were men who in the last few days had been the first of the British Army to exchange shots with the enemy. They formed part of a force which, under the French High Command, occupied certain forward positions of the Maginot Line. Including battalions from some of the most famous Midland county regiments, this force had already been engaged in one or two skirmishes with the Germans during night patrols.

The men on whom the choice had fallen for this work of active co-operation with our French Allies were justly proud of the honour that had been done them. On the eve of their going into the line the G.O.C. issued an Order of the Day which deserves to be remembered: "I wish every soldier in this force," it read, "to realize that this moment is an historical occasion. You have been chosen to go into action as the vanguard of the British Army. We shall be in the closest touch with our Allies, who have extended to us the warmest of welcomes. Unless every one of you had done his duty since arrival in France this unique honour would not have been conferred on you. The enemy awaits our arrival with expectancy. The opportunity is yours to maintain and enhance the glorious traditions inscribed on your colours. Be vigilant, keep cool and fire low—to the last round and the last man, and a bit more. The eyes of your country as well as those of your Allies and the whole Empire are on you. With justice on our side, your proud watchwords will be, 'On ne passe pas, on les aura'—'We will stop them, and we will win.'"

All Hands to the Pumps in the Trenches

Day by day since the B.E.F. took over a section of the front line the defences were steadily improved, and many parts of it were changed beyond recognition in the course of a month or two. The work went on regardless of the weather, and though the heavy and continuous rain sometimes made working conditions very unpleasant, the men toiled with unflagging zeal. Here is a typical scene after heavy rain had flooded the excavations, and the water had to be pumped out before work could be resumed.

Photo, British Official: Crown Copyright

Finland's Heroic Resistance Surprises the World

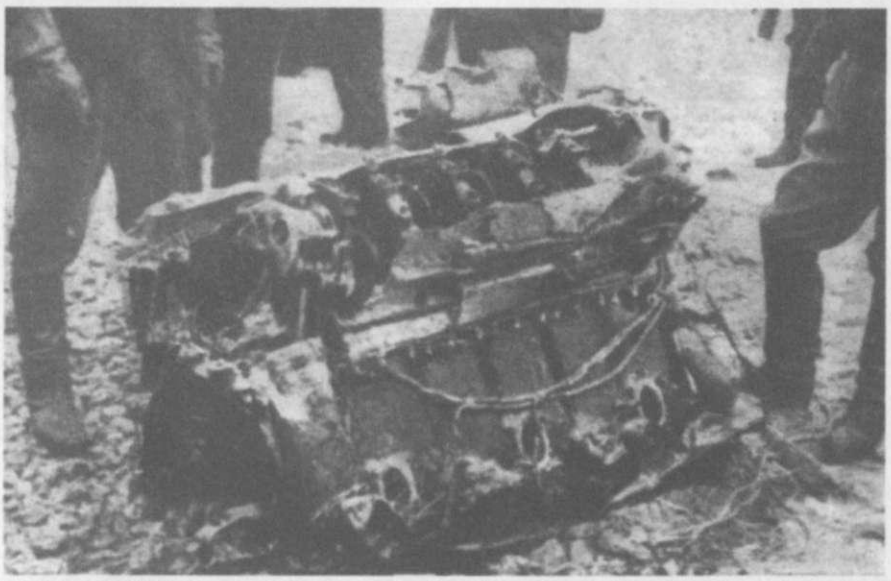
To the surprise of the outside world, but not of the Finnish people themselves, Finland succeeded in putting up a prolonged and desperate resistance to the Russian onslaught. A most effective ally was the winter weather.

WHEN the Russians invaded Finland at the beginning of December they expected a "walk-over." According to a report current in Moscow, it was anticipated that Helsinki would fall in four days, and that the campaign would be over in little more than a week. So confident, indeed, was the Kremlin that the Finns would put up no resistance that M. Molotov, days after the hostilities began, persisted in declaring that there was no war.

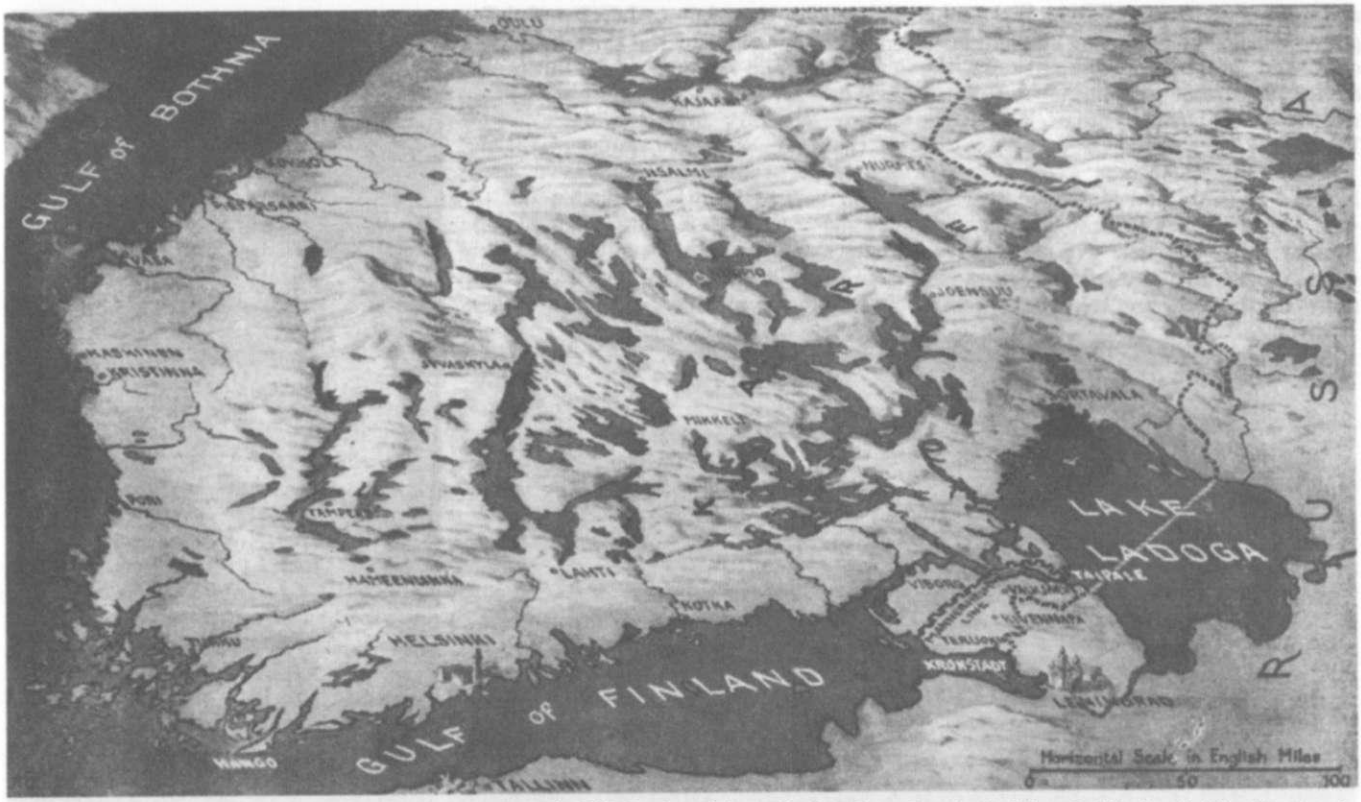
Weather and the Finnish will to resist played havoc with the Soviet plans. Long after "President" Kuusinen had hoped to remove his government from Terijoki to Helsinki the bayonets of his supporters had hardly passed the frontier. Nowhere, claimed the Finnish General Staff, did the Russian advance exceed 20 miles, and the Soviet troops were being held all along the line.

In the far north Petsamo was still the scene of a bitter conflict. The weather conditions were terrible. Frost, snow, and ice hampered the attackers, many of whom, so reports ran, were drawn from the warm open regions of central and southern Russia. Miserably clad and ill-equipped, the Red conscripts were blinded by the snow and terrified by the perpetual gloom of the winter forests. As they huddled together for company in the open glades they were mown down by the Finnish machine-gunners, who took advantage of every inch of cover; and when they clustered about their camp fires in the long winter night, they presented an easy target for the Finnish airmen. The Finns for their part were used to such Arctic conditions and they moved across the ground with easy speed on their skis, stopping every now and then to pick off a Russian straggler or to decimate with their automatics little groups of Soviet soldiery.

In central Finland the Russians were able to make some progress by sheer weight of numbers, and fierce fighting developed on the line Kuolajaervi-Suomussalmi-Kuhmo. Here again the Finns had the advantage of defending country whose every inch they knew, and much of the line, too, was based on a string of lakes which proved impassable barriers to the march of the Russian armoured forces. Farther to the south, in the neighbourhood of Lake Ladoga, the Russians made repeated efforts to carry the Finnish positions and so permit of a flanking movement against industrial regions and Helsinki itself, but



In the first two days of war Helsinki suffered heavily from attacks by Russian bombers, but the Finnish anti-aircraft fire was so steady and accurate that the raiders soon desisted. At a conservative estimate they were said to have lost forty aircraft either from anti-aircraft fire or from the activities of the Finnish fighter 'planes. Some of the Russian casualties are illustrated in this page; all the photographs are of Russian bombers brought down in flames in or near Helsinki. Finland's first line air force numbered only 230 warplanes in peacetime, but these included Fokkers, and British Blenheims and Gladiators. *Photos, G.P.U. & International Graphic Press*



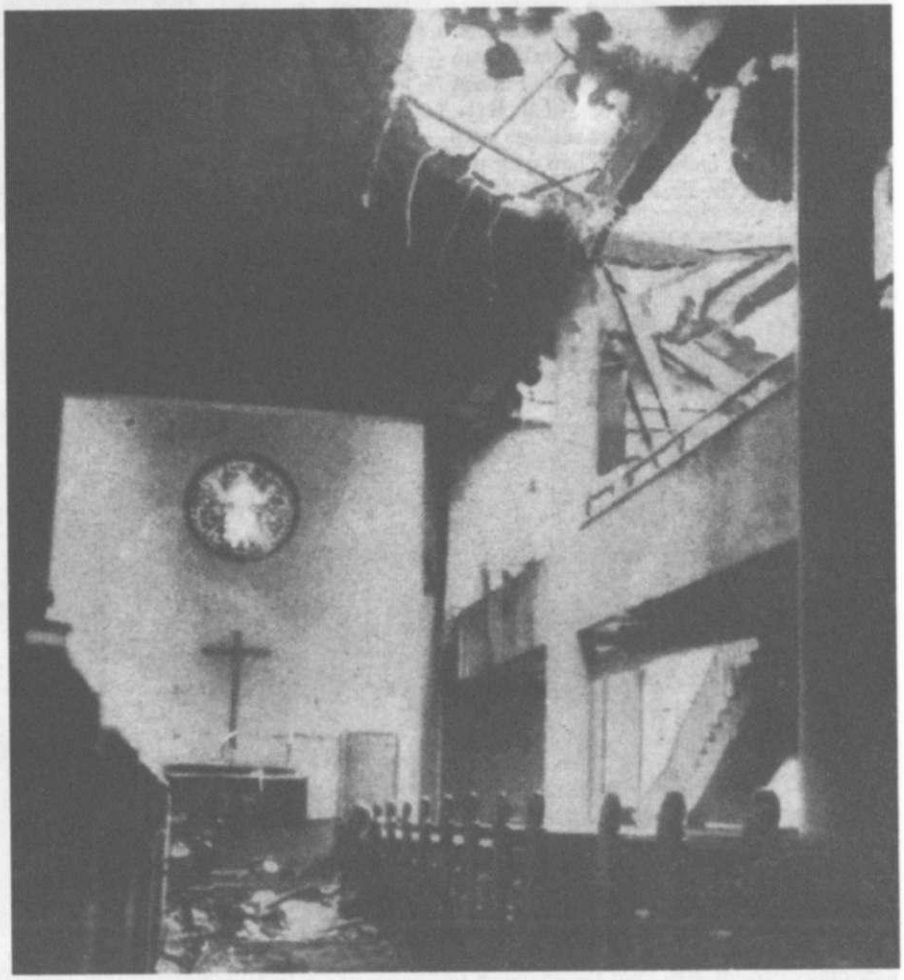
This map shows the physical features of the southern half of Finland, and in particular shows how truly it is called the Land of the Thousand Lakes. The central plateau of the country has an elevation of from 300 to 500 ft. Off the southern coast are many islands of widely differing sizes. Both the rivers and lakes are frozen from December to May.

Specially drawn for THE WAR ILLUSTRATED *by Felix Gardon*

the most violent assault was delivered against the Finnish "Maginot Line,"—the Mannerheim line of defence stretching across the Karelian Isthmus from the Gulf of Finland to Lake Ladoga. Based on some twenty lakes and numerous rivers, this presented a whole series of problems to the Russian tacticians, and so strong was the resistance put up by the defenders that the Russian onset was definitely halted. Far in front of their main defence lines the Finns had constructed a range of movable obstacles which were let down until the tanks had passed, when they were raised so as to cut off their retreat. The tanks were then surrounded and destroyed piecemeal, while the infantry following some way in the rear were dismayed at the loss of their tank supports.

In the course of a few days' fighting more than 100 Russian tanks were put out of action. The Russian infantry attacked time after time in mass formation, but despite their overwhelming superiority in numbers they made little progress. So desperate was the conflict that the Russians were alleged to have used gas in the fighting on the banks of Lake Ladoga, a form of warfare for which the Finns were unprepared. Hurriedly a supply of 60,000 gas masks was ordered from Britain, and it was a distinct relief to find that the snow and cold so condensed the gas as to make it ineffective.

In the air there was no repetition of the attacks on Helsinki, but the Finns —who were now believed to have obtained delivery of a number of British



This photograph adds one more piece of evidence to that given in pages 496 and 497 that Russians bombed Helsinki with complete indifference to where the bombs fell. Here is a small church that has been half-wrecked by a bomb through the roof. *Photo, G.P.U.*

and Italian warplanes—bombarded Leningrad with leaflets stating the Finnish case, and also dropped bombs on the Soviet aerodrome at Murmansk and on the newly established base at Paldiski in Estonia.

On the air there was a fierce battle between Helsinki and Moscow. Russians were adjured " not to believe what your Bolshevik leaders tell you. Eighteen years ago Lenin promised to respect our frontiers, but Stalin has broken that promise." Swift came the reply from the mouth of Moscow's woman announcer: " Give yourselves up, Finnish soldiers. Revolt against the tyrants. Stab them in the back. Destroy them." Then across the ether came the voice of M. Ryti, Finland's Premier : " Soviet soldiers may kill women and children. They may use poison gas, but the Finnish people will fight on because they know they are fighting for their independence, for the lives of their dear ones, and for their whole future."

While her armies were contesting stubbornly on every front Finland appealed to the League to take notice of the unprovoked attack that had been made upon her by another member of the League. Special sessions were held at Geneva, and from the representatives of almost every State there came expressions of sincerest sympathy.

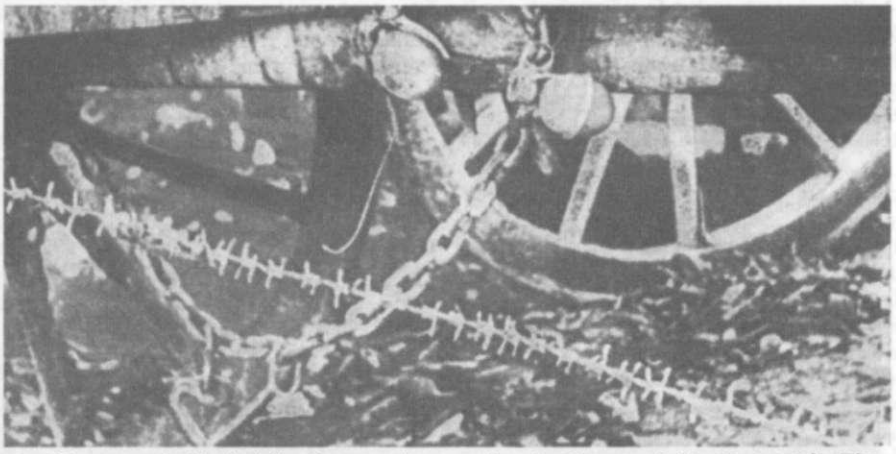
The baby seen top right is being carried into an air raid shelter during one of the Russian raids on Helsinki, while above, children are huddled together as bombs explode outside. Right, is a typical Finnish woman with children evacuated from Helsinki.

The Russian pretence that they were not making war against women and children is shown to be yet another " Red " lie by the photographs in this page. In that immediately above, people of Helsinki, chiefly women, are seeking some sort of protection from the bombs by standing close to a creeper-clad wall. The position they have taken up is probably as safe as any that could be found in the open. Russian airwomen were stated to have taken part in the bombing of the women and children of Helsinki.

Photos, Associated Press and Topical

Close Up to the War with French Patrols

The French Army is now almost completely mechanized, and is particularly strong in tanks. These range from such imposing landships as those seen in page 106 to such small wasps of war as that above. These small landships are manned by one man. This driver is standing on the top of his little landship to look ahead.
Photo, Wide World



In this war as in the last the Germans have made extensive use of "booby traps." The photograph above actually shows such a trap found by the French, but it has been reproduced by the Nazis as an example of Allied methods of warfare.

This is among the first few photographs of actual fighting by the French Army to be issued for publication. A French soldier with his rifle at the ready keeps watch in a ruined building. He is a veritable "poilu," for he is bearded, and "poilu" means hairy. Most of the French soldiers of today are, however, clean-shaven.
Photo, Keystone

In addition to reporting artillery duels the French communiqués have frequently recorded activity by patrols. Right, a French patrol is making its way through barbed wire doing its dangerous duty of observing the enemy positions. Since the French retired from their advance positions in the Saar sector most of the infantry activity has been of this nature.

Scandinavia is Shaken by War's Thunder

However remote at first the Scandinavian countries might seem from the quarrel, it was not long before even they began to fear that they might become the victims of just such an attack as was delivered on Finland. In this article their concern is analysed.

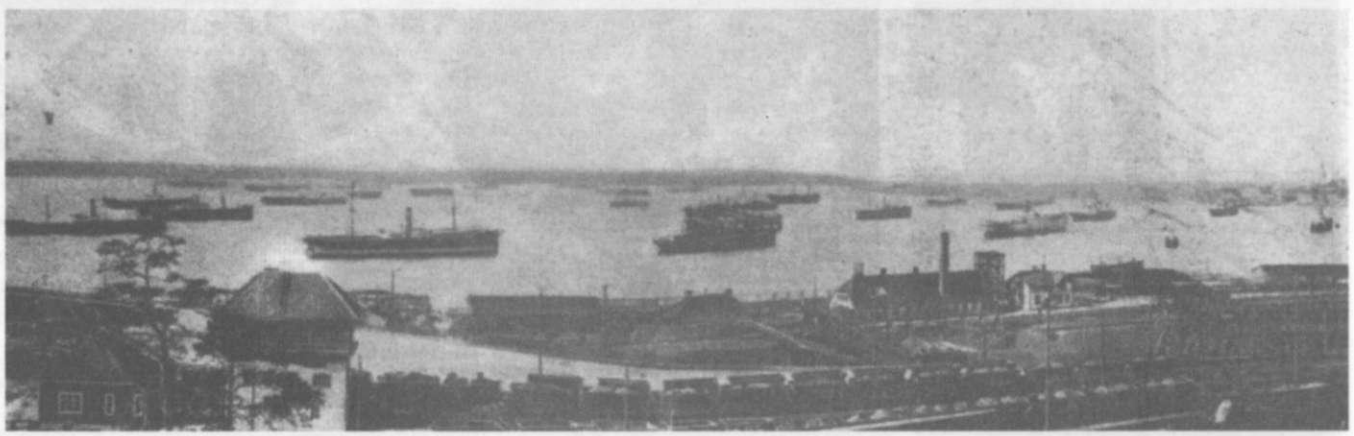
NOT so long ago Scandinavia was the one corner of Europe in which wars never seemed to occur, and to which even the rumours of war hardly seemed to penetrate. It was as peaceful as the Balkans in the opposite corner of the Continent was generally distracted. Today, however, a great change has come about. Neutrals though they be, Norway, Sweden, and Denmark have already suffered heavy losses as a result of the war, and they have watched with undisguised concern the march of Soviet Russia as, not content with seizing half Poland and dominating the Baltic States, she launched an attack on the little cousin of the Scandinavian brotherhood.

All the Scandinavian countries want nothing so much as to live in peace with all the world. Their prosperity has been built up on peaceful commerce; they have never a trace of imperialism, and have kept aloof from the ideological conflict. They managed to retain their neutrality during the Great War, but they are finding things far more difficult in 1939.

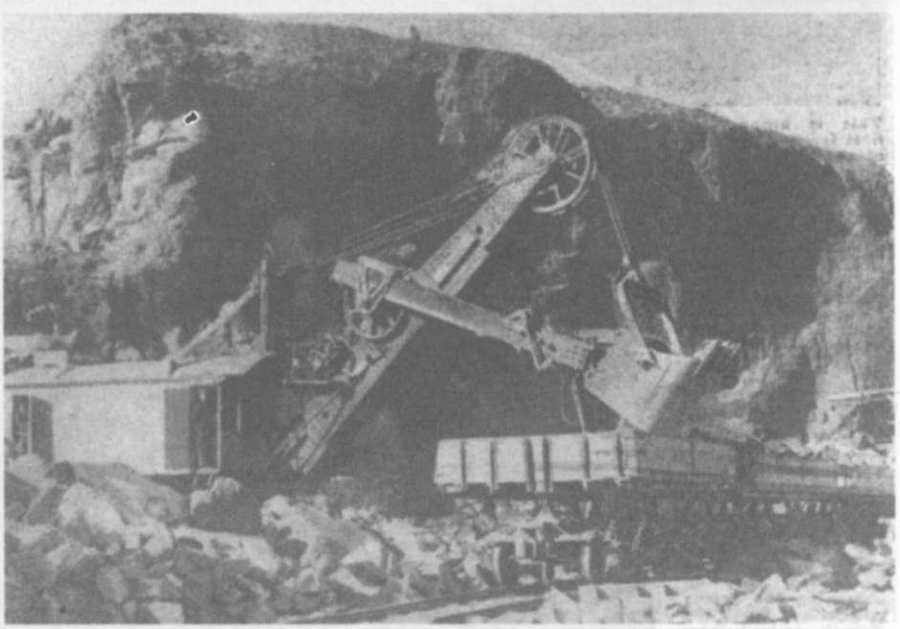
Although it is probably true to say that the great mass of Scandinavian people, democrats as they are, would like to see the Allies triumph, they fully realize that they live next door to Germany. On the one hand, they are most anxious to maintain their vast trade with the British Isles and the world beyond, but that trade has been made both difficult and dangerous by the Nazi submarines and mines. On the other hand, they have a very considerable trade with Germany and hesitate to do anything to risk a quarrel. Already they have been told by Germany that their neutrality is suspect, and that if they wish to remain in her good graces they must see to it that their ships have no intercourse with blockaded Britain.

Now they find themselves threatened not only by Germany but by Soviet Russia. Sweden in particular is apprehensive following the invasion of Finland, and the embers of the age-old hostility of Swede for Russian are being stirred into fresh life. If Finland goes down, then the Russian power will be entrenched on the farther side of the Gulf of Bothnia, and, moreover, the Russian armies will be brought within striking distance of Sweden's rich iron mines behind Lulea. Within the space of a few weeks Russia has seized the control of the Gulf of Finland, and must be turning longing eyes on the Aaland Islands—that archipelago of some 5,000 islands at the north end of the Baltic Sea which might easily constitute a stepping-stone between Finland and Sweden. For twenty years the islands have been in the possession of Finland, and by an international convention they remained unfortified; since the crisis of 1938, however, the Finns are understood to have begun the work of fortification. If Russia were to occupy the Aaland Islands, then her bombing 'planes would be within a few minutes' flight of Stockholm, Sweden's capital; the shipments of iron ore from Lulea to Germany might easily be interrupted; and Boden, Sweden's Gibraltar at the head of the Gulf of Bothnia, would be in effect outflanked. It was not surprising, then, that when the Finnish territorial waters west of Abo through the Aaland Islands up to the Swedish territorial limits were mined by the Finns, the Swedish naval authorities promptly extended the minefield up to their own coast.

Within sight of Sweden across the Sound is little Denmark, who, still more so than Sweden, is concerned for her fate in a world at war. In the past she has prided herself on being the larder of



Lulea, at the head of the Gulf of Bothnia, is the port from which Sweden's iron ore and lumber are chiefly exported. Its harbour is one of the finest in the North.



For many centuries Sweden has been one of the biggest producers of iron ore in Europe, and in 1937 nearly 15,000,000 tons were extracted. Almost the whole of this was exported, largely to Germany; indeed, Germany would be unable to carry on the war if her supplies of Swedish iron ore were stopped. Among the principal mines are the Kirunavara (seen above), which dominate the town of Kiruna in Swedish Lapland. *Photos, E.N.A.*

Sweden is one of the most peaceloving of nations, but when Finland was attacked shortly before Christmas in 1939 the Swedes felt that the time had come to put their defences into an efficient state. On the right above, soldiers of the Swedish first line forces are digging trenches on the frontier, and on the left is a car displaying samples of gas masks which formed part of an A.R.P. procession through the streets of Stockholm.

Photos, Keystone and International Graphic Press

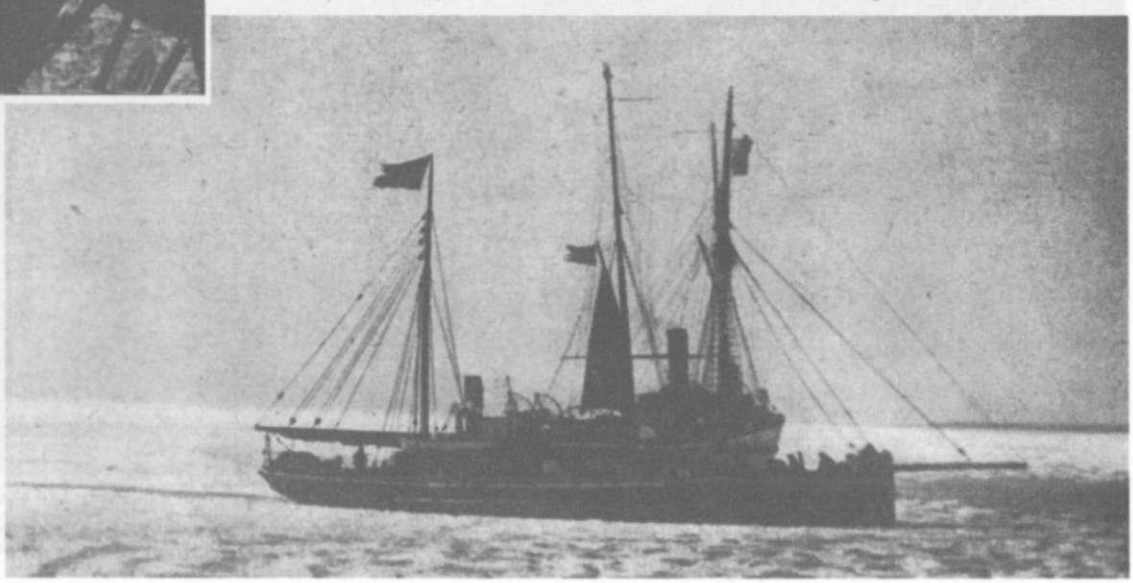
Europe, but it does not tend to peace of mind to know that one has the reputation of being fat and well-fed while a great and powerful neighbour is on rations! Time and again Denmark has protested her complete and utter neutrality, but so long as she endeavours to keep Britain's breakfast tables supplied with butter and eggs and bacon, she is likely to be threatened, and perhaps coerced, by Germany.

Then, to complete the Scandinavian trinity, there is Norway. Of the three she has perhaps the least to fear, but as the owner of one of the world's largest mercantile marines she is subjected to all the strain and stress of the economic war. Moreover, though she faces away from Europe on to the vast open spaces of the Atlantic, the Norwegian peasants in the far north have heard and seen the fighting round Petsamo, and a glance at the map will show that her coast is such as a submarine commander must dream of.

At the beginning of December a bitter attack was made by the official German News Agency on the Scandinavian countries, who were accused of having not only supported the Versailles Treaty and the League of Nations, but of having fallen more and more under British influence and given many evidences of anti-German sentiment.

In the light of such an attack war became no "far off thing" but a very present possibility. The Stockholm crowds clamoured for action in support of Finland against Russia, the traditional foe of their people, but the military chiefs of the Scandinavian countries had a greater regard for reality. Sweden has an army of about 35,000 men, Norway can muster some 12,500, Denmark has under arms only about 7,000. War material and aeroplanes are on an equally small scale. The total population of the three countries does not amount to 13,000,000. What could these do if it comes to war, in an age in which, even more than in the days of Frederick the Great, "God is on the side of the big battalions"?

Next door to Germany, Denmark may be excused for feeling decidedly uncomfortable. Above is a camouflaged anti-aircraft gun on the Danish frontier—part of Denmark's preparations to defend her neutrality should she be attacked.



The beautiful photograph on the right shows a vessel of the Norwegian navy moving through an ice-flecked sea. It is one of a little fleet which strives to maintain the neutrality of Norwegian waters.

Photos, International Graphic Press

This Nazi 'Plane Will Drop No More Mines

The wreckage of the Nazi 'plane which came down (left) off Sheringham on December 6 is being examined by officers of the Royal Air Force after it had been brought up from the beach. The remains of the 'plane were at once surrounded by troops to prevent the activities of souvenir hunters.

When every bit of material had been collected the remains were carried some distance in shore. Below we see soldiers removing all that remained of the fuselage.

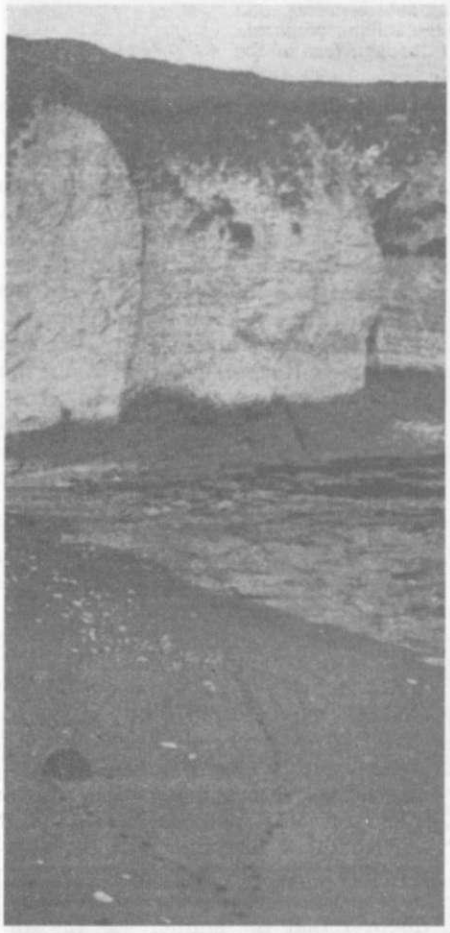
Photos, Fox and Associated Press

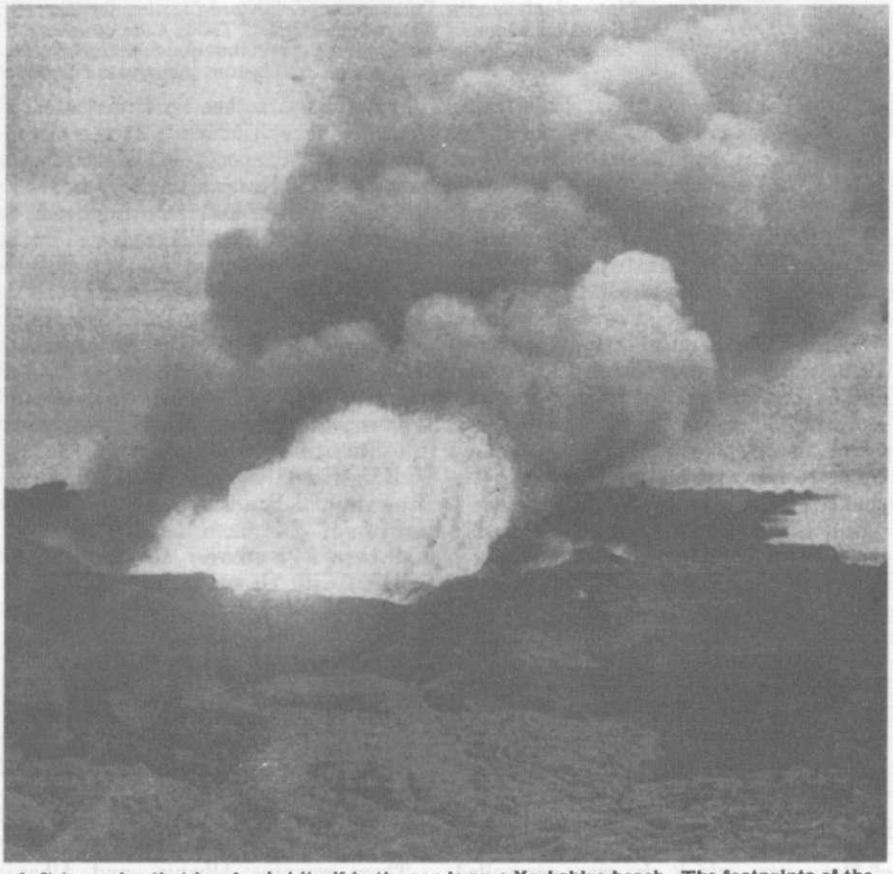
THE Air Ministry's announcement of the crash of the Nazi raider on the East Coast near Sheringham on December 6 stated: "The wreckage of a German aircraft and the body of a German airman were recovered on the coast of East Anglia early this morning. This aircraft crashed during the night. It is presumed that it had been engaged on mine-laying operations." The aeroplane was heard in the neighbourhood at about 3 a.m., and was over the land just before it crashed. It was a Heinkel reconnaissance aircraft. The body of the pilot, still wearing his helmet, was washed ashore soon after the machine was found, but the other members of the crew were missing.

Above is the aeroplane as it was revealed when daylight came and the tide receded. The coast here is sandy and shelves gradually, so that the machine was in very shallow water. When it crashed the whole of the undercarriage was, in airmen's parlance, "written off." Both engines were missing. They had probably been torn off and sank in deeper water before the wings and fuselage were submerged. The machine was broken in two, but no bullet marks were discovered. It is presumed that engine-trouble was the cause of the crash.

Photo, "Daily Mirror"

Taking the Sting Out of the 'Devil Fish'





Left is a mine that has buried itself in the sands on a Yorkshire beach. The footprints of the man who found it can be seen. Above, the end of a mine. After the detonators have been removed it is exploded from a safe distance.

As soon as a mine is washed ashore, precautions are taken to prevent it being accidentally exploded. Here naval men have performed the delicate task of removing the detonators. After this the charge will be withdrawn and exploded separately. In bad weather and heavy gales even mines properly anchored are liable to break adrift and be washed ashore, and often a large number are adrift.

Photos, top, "News Chronicle"; above, P. Stevens

"Devil Fish" (to Mr. Winston Churchill on his 65th birthday).

Cartoon by Sir Bernard Partridge, by permission of the Proprietors of "Punch"

Unravelling the Tangle of the Balkan Pattern

Not so long ago the Balkans were a byword for disunity, fierce national rivalries, and bitter racial feuds. That time is past. Today the countries of the Balkan peninsula have to put in the background every thought of internecine war through fear of the aggressive designs of their great neighbours.

On the surface, at least, the political alignment of the Balkan States seems simple enough. First, there is the Balkan Entente, consisting of Rumania, Yugoslavia, Greece, and Turkey, which is primarily concerned with the maintenance of the status quo resulting from the settlement of 1919. Then there is the Peace Front established by Britain and France in the summer of 1939, which includes Rumania, Turkey, and Greece. Outside both these groups is Bulgaria. Then, finally, there is Hungary, which, though geographically not a Balkan country, has many close links with the countries to the south-east.

But this system of alliances conceals a multitude of problems, any one of which in days not long distant might well have given rise to war. Each of the Balkan States has claims to make and claims to resist. To start with the country on the Balkan fringe, Hungary has revisionist aspirations against Rumania; in other words, she hopes that Rumania may agree to a revision of the peace settlement of 1919 that would result in her recovering some at least of the immense territory—Transylvania, Bukovina, and the Banat of Temesvar—which she was compelled to cede following the collapse of the Austro-Hungarian empire. Hungary's claims against Czecho-Slovakia were settled at the time of the Munich Conference, but her satisfaction at the return of Ruthenia was considerably diminished when a year later the Russians occupied the adjoining districts of Poland.

In addition to the territories obtained from Hungary, Rumania at the close of the Great War occupied Bessarabia, a large slice of Russian territory bordering on the Ukraine and reaching from the Black Sea to Poland. There is still further cause for nervousness in that Bulgaria acquiesced with very bad grace in the loss of the Dobruja—that Black Sea region which was seized by the Rumanians in 1913, was restored to Bulgaria in 1918 following Rumania's defeat by the Central Powers, and then later in the year passed into Rumania's possession.

Bulgaria (always inclined to a pro-Russian and Pan-Slav policy) has thus a territorial grievance against Rumania, and there is, moreover, abundant fuel for friction with Greece in the feuds of the Macedonian tribes of the borderland, not to mention Bulgarian aspirations for the establishment of a territorial "corridor" reaching to the Aegean.

Of Greece and Turkey it may be said that they are more or less satisfied with the present distribution of territory, and so, too, is Yugoslavia.

Italy's Growing Influence

There remains Albania—and Albania since Good Friday, 1939, has been an Italian possession. Indeed, it is regarded in the Balkans as the spearhead of Italian aggression, and most of the countries live in dread of further efforts at Italian expansion, military, economic, and political. Italian influence is manifested as far north as Hungary, and in December 1939 the suggestion was mooted that the "Kingdom without a king" should be placed under the aegis of the Italian crown. About the same time Marshal Balbo made the definite claim that the Balkan peninsula, historically and geographically, enters into the Italian sphere of influence. Russia and Germany were thus both alike "warned off," but Balbo went on to make it plain that "Bucharest must meet Hungarian needs" as the price of Italian support against the Soviet.

Rumania, it will be seen, finds herself in an intensely difficult position; with so many offers of protection she may well fear for her national integrity. For years past Germany has openly coveted her oil and wheat, and now that the bayonets of Red Russia have put a stop to the German advance on the Ukraine, it is not surprising that the Nazis are turning their attention to the route to the Black Sea. The assassination of M. Calinescu by Iron Guards on September 21, 1939 (*see* page 136), was generally believed to have been staged so as to afford Germany an excuse for armed intervention. Fortunately for Rumania, the Reich had its hands full at the time with the Polish question; and it was distinctly naïve on the part of the Nazi propagandists to discover that the murder was the work of members of the British Intelligence Service! At the same time there was no slackening in the pressure designed to wring from Rumania economic concessions.

Nervous as she was of Germany, Rumania might feel even deeper concern over the intentions of Soviet Russia, particularly when the organ of the Communist International in Moscow declared that Rumania must immediately sign a pact of mutual aid with the U.S.S.R. on the same lines as those recently concluded with the Baltic States. It was easy to imagine the kind of demands which Russia would make as the price of her friendship; almost certainly they would include the cession of Bessarabia with control over the mouth of the Danube, and possibly the right to establish naval bases on the Rumanian coast. "Conditions in Bessarabia are unbearable," declared the Comintern organ, "therefore there is a possible Soviet claim to rescue her oppressed brothers." The paper went on to insist that there was popular discontent not only in Bessarabia, but also in Transylvania and the Dobruja, which formerly belonged to Hungary and Bulgaria respectively. Rumanian official circles declared that there was no change in the situation, but the fact remained that from the borders of Hungary to the Bosporus there was deep apprehension of what the morrow might bring.

"WHAT, ME? NO, I NEVER TOUCH GOLDFISH"
Cartoon by Illingworth. Courtesy of the "Daily Mail"

There's a Place in the Line for the Air Cadets

Above, model aircraft of a very advanced type are being constructed by a group of Air Defence Cadets; right, another detachment of volunteers, who have changed their smart uniforms for serviceable overalls, learn the principles and working of a big radial aero-engine in the workshop. *Photos. Fox*

Pride of squadron is shown by every one of these lads on parade. Down the lines is carried their newly dedicated colour, borne by an R.A.F. officer marching with an escort of Air Cadet sergeants. The similarity of the Cadets' uniform to that of the R.A.F. will be noted; the belt, however, incorporates a special buckle, and on the forage cap is a badge. *Photo, John Topham*

THE credit for the inception of the Air Defence Cadet Corps goes to the Secretary-General of the Air League of the British Empire, Air Commodore J. A. Chamier, who realized the demand existing amongst the air-minded youth of Britain for an organization which would combine service to the country with practical instruction. Although formed less than two years before the war, such was the immediate success of the new Corps that it numbered at the beginning of December 1939 more than 20,000 boys, all between the ages of 14 and 18.

The cadets are organized in 174 squadrons raised locally at centres all over the country. The importance of the service done by the lads in assisting at R.A.F. aerodromes, doing guard duty, acting as A.R.P. messengers and the like, led to the taking over of some of the squadrons by the R.A.F., which now feeds, transports and pays them. Previously the Air Defence Cadet Corps had been an entirely non-Government organization—although its work had always met with the approval of the Air Ministry—and its members had to contribute towards its funds. The training includes airmanship, drill, and discipline, with technical instruction wherever possible.

Helsinki Feels the Force of the Soviet Slogan: 'Workers

WORDS THAT HISTORY WILL REMEMBER

(*Continued from page 466*)

Finland's Proposal to Submit to Arbitration

Tuesday, November 28, 1939

Reply of FINNISH GOVERNMENT to Russian demand for withdrawal of troops from frontier near Leningrad.

It is established that the discharge of cannon shots mentioned in your communication did not take place on the Finnish side. Investigation showed instead that on November 26 between 3.45 p.m. and 4.5 p.m. firing occurred on the Russian side of the frontier in the vicinity of Mainila, the place mentioned by you. . . .

Therefore it is our duty to deny, protest and establish the fact that from the Finnish side no hostile action towards the Soviet Union has taken place. It should be pointed out that on the Finnish side of the frontier only frontier guards are stationed, and there is no artillery whose range would reach the other side of the frontier.

Consequently, although this is no concrete reason to remove our troops from the frontier line in the manner you suggested, the Government is nevertheless ready to negotiate with the Soviet Union on the proposal with the intention that troops be removed from both sides to a fixed distance from the frontier.

The Finnish Government has noted with satisfaction your intimation that the Soviet Government does not intend to exaggerate the importance of the frontier incident which they, according to your communication, believed at the time had taken place.

In order that no obscurity whatever may remain in any circumstances, the Finnish Government suggests that the Karelian Isthmus Frontier Commission be instructed jointly to investigate in the manner regulated by the treaty of October 24, 1938, concerning frontier demarcation.

Soviet Premier Bitterly Attacks Finnish Leaders

Wednesday, November 29

M. MOLOTOV in a broadcast to the Soviet peoples :

The hostile policy of the present Finnish Government compels us to take immediate steps to safeguard the external security of our State. You all know that the Soviet Government had patiently negotiated on certain proposals which, in view of the present international tension, the Soviet considered to be the minimum guarantee for the safety of our country, and in particular Leningrad. During these negotiations the Finnish Government adopted an irreconcilable attitude towards our country. Instead of attempting to find a friendly basis for an understanding, the present leaders, acting in the interests of foreign imperialists and warmongers, who are the enemies of the Soviet Union, elected to take a different course.

It is well known where this has led. There has been abominable provocation by the Finnish military on the Finnish-Soviet frontier during the past few days. Our soldiers were even shelled by artillery near Leningrad, and heavy casualties were caused among the Red troops. Our efforts to prevent a repetition of such provocations by practical proposals put to Finland have met with no response, and even evoked a hostile attitude in Finnish leading circles.

As you all know from yesterday's Soviet Note, the Finns have replied by rejecting our proposals and by denying established facts. They have even jeered at our victims. Their reply shows their undisguised desire to continue their threat to Leningrad. All this has made it quite clear that the present Finnish Government, who are entangled in anti-Soviet commitments to foreign imperialists, do not wish to maintain normal relations with the Soviet Union. They show no desire to comply with the provisions of the Non-Aggression Pact, and want to keep our glorious Leningrad under military threat.

From such a militarist Government we can expect nothing but fresh impertinent provocation. The Soviet Government were therefore compelled yesterday to declare that they do not consider themselves any longer bound by the Non-Aggression Pact.

In view of fresh attacks by Finnish troops on the frontier our Government found themselves compelled to take new decisions. We can no longer tolerate the present situation, for which the Finnish Government bear full responsibility. Our Government have decided that they can no longer maintain normal relations with Finland and have considered it necessary to recall their diplomatic representatives. Furthermore, the High Command of the Red Army has ordered the Army and Navy to be in readiness for any eventuality in order to prevent possible fresh provocation by the Finnish military.

These measures have not been taken, as has been alleged abroad, with a view to violating Finnish independence or annexing Finnish territory. This is a perfidious calumny. We have no such intentions. . . .

It has also been alleged that our measures are directed against Finnish independence, and that they constitute an interference with Finnish domestic and foreign policy. This is also a malicious calumny. We regard Finland as an independent and sovereign State, whatever her regime may be.

We consider that the Finnish people are entitled to decide themselves all matters of foreign and domestic policy in the way they deem necessary. The peoples of the Soviet Union have done what was necessary for the independence of Finland. The peoples of our country are prepared to assist the Finnish people in securing a free and independent development. . . . The only aim of our nation is to safeguard the security of the Soviet Union, and in particular of Leningrad, with its population of 3,500,000.

In view of the present international situation, which is extremely tense as a result of the war, we could not make the solution of this vital and urgent question conditional upon the bad faith of the present Finnish leaders. This matter must be solved by the Soviet Union in friendly co-operation with the Finnish people. Only the successful solution of the problem of the safety of Leningrad can lead to a new era of friendship between the Soviet Union and Finland.

Russia's Indefensible Act of Aggression

Thursday, November 30

Mr. CHAMBERLAIN in the House of Commons :

The House will be aware that for some time past there has been an exchange of views between the Soviet Government and the Finnish Government on certain questions, mainly of a strategic character, raised by the former. Some apprehension had been expressed by the Soviet Government at the proximity of Leningrad to the Finnish frontier, which is, in fact, only some 20 miles distant, and a proposal was made by them for the relinquishment of that part of the frontier in exchange for territorial compensation farther north.

Further claims were also made for the acquisition of certain Finnish islands in the Gulf of Finland and of a Finnish port at the entrance of the gulf in order, it was stated, to assure the position of the Soviet Union in the Gulf of Finland. . . .

The attitude of the Finnish Government was from the outset unprovocative, though governed by the determination to do nothing which would impair their country's sovereign status. It is known that the Finnish note delivered in Moscow immediately before the announcement of the rupture of diplomatic relations was of a most conciliatory character.

The Finnish Government proposed to submit the dispute to arbitration and offered meanwhile to withdraw all troops from the Finnish frontier in the Karelian Isthmus with the exception of the ordinary frontier guards and Customs forces. Nevertheless the Soviet Government on Tuesday night denounced the Soviet-Finland non-aggression pact, which had been expressly designed to ensure the settlement of disputes such as this by peaceful means.

His Majesty's Government have observed this development with increasing concern and have found it difficult to believe that strategic measures of such scope and importance as were suggested should have been considered necessary to protect the Soviet Government against a country as small as Finland.

Late last night M. Molotov broadcast a statement, in the course of which he is officially reported as having denied the suggestion, which he attributed to the foreign Press, that a Soviet attempt on Finland was intended. Yet only a few hours after this broadcast it is understood that Soviet forces have invaded Finnish territory on several sections of the frontier and have dropped bombs in the vicinity of Helsinki. It is later reported that Helsinki, Viborg and other centres have been bombed, in some cases with loss of life.

His Majesty's Government warmly welcomed the offer of mediation made by the United States Secretary of State, because in their opinion the questions at issue between Finland and the Soviet were not of a nature to justify warlike measures. They deeply regret this attack on a small independent nation, which must result in fresh suffering and loss of life to innocent people.

Words of Condemnation from U.S.A.

Friday, December 1

PRESIDENT ROOSEVELT in a statement at a Press Conference :

The news of the Soviet naval and military bombings within Finnish territory comes as a profound shock to the Government and people of the United States.

Despite efforts made to solve the dispute by peaceful methods to which no reasonable objection could be offered, one Power has chosen to resort to force of arms. It is tragic to see the policy of force spreading and to realize that wanton disregard for the law is still on the march.

All peace-loving peoples, those nations that are still hoping for a continuance of relations throughout the world on the basis of law and order, will unanimously condemn this new resort to military force as the arbiter of international differences.

To the great misfortune of the world the present trend towards force makes insecure the independent existence of the small nations of every continent and jeopardizes the rights of mankind to self-government.

The people and Government of Finland have a long, honourable, and wholly peaceful record which has won for them the respect and warm regard of the people and Government of the United States.

The Christmas Spirit: in '39 as in '14

The British Expeditionary Force of 1939 is better fed than any British Army has ever been, and every man will have a first-rate Christmas dinner. Besides that, there will be the little extras from home, and above, left, sweets, biscuits, tobacco and other small comforts are being packed. Right, Christmas puddings are being packed at a depot at Reading. *Photos, Topical*

ONE of the most remarkable incidents of the last war was the unofficial truce observed between the British Army and the German Army at Christmas 1914. This year there can be no fraternization with the Nazi Army, but Christmas will be kept up in the real British way under far better conditions than in 1914. An idea of what sort of Christmas it is to be for the men can be gathered from this typical menu for the R.A.F. The dinner includes: Crême of tomato soup; fried fillet of sole and lemon; roast turkey; roast pork and apple sauce; roast potatoes; cauliflower; Christmas pudding with brandy sauce.

The Christmas spirit of 1914 is shown in the centre photograph, where a British soldier gives an old lady the traditional salute under mistletoe gathered in an orchard near by. For the first Christmas of the last War Princess Mary, now the Princess Royal, inaugurated a fund to send chocolates and cigarettes to men at the Front, and above, right, the Princess's gifts are being distributed. King George and Queen Mary sent Christmas cards to all the troops as the King and Queen are doing this year. Left, the cards of 1914 are being handed to the recipients. *Photos, L.N.A.*

The Wartime Theatre Defies the Black-out

One of the unexpected happenings of the war has been the early discovery of the tonic value of theatrical entertainment both at home and at the Front. The theatre's triumphant assertion against every sort of difficulty is strangely in contrast with the state of affairs in 1914-1918.

MORE effective than the most gorgeous gala performance was the informal visit of the King and Queen to "Black Velvet" at the London Hippodrome, and their cheery "send-off" at a Drury Lane rehearsal of companies bound for "Somewhere in France." These gave royal sanction to the living drama as a wartime necessity, and so happy a gesture could hardly have been more timely or better deserved. Alike, the vitality of the theatre and the popular need for it have come as a surprise in more than one official quarter.

London Theatres Crowded Again!

The greatest surprise of all has been in London itself. There seemed little hope for the stage anywhere when the order went out, on the declaration of war, that "every place of public assembly" was to be closed. Whatever happened, one felt that this was going to be the end of the West End theatres. The gradual withdrawal of restrictions has proved all such prophecy false. In spite of darkness, "staggered" hours, shut tube-stations and empty homes and offices—not to mention the still valid air-raid threat—what do we find? Here, after three months, are thirty London theatres welcoming crowded audiences, twenty-three of them in the West End! This is not merely "back to normal," but considerably better—generally there is a lull just at this time on the brink of the holiday season. Where the folk come from, and how they get back, is their own secret. Enough that there they are, filling every seat at the favoured shows both for evening and matinée performances, or twice nightly. The queues have been lengthened as the promised Christmas leave began to operate, and husbands, brothers, and sweethearts came back from France eager for charm and jollity.

In the provincial towns, both large and small, the record is much the same. It is true there is not the same reason for astonishment. To hosts of evacuees, who have not had time to make many new friends, a lively and inspiring play is a godsend. Already over eighty companies touring drama, comedy, musical plays and revues are doing their best to keep the wartime public in heart. So also are at least thirty resident repertory companies. The preference is undoubtedly for light musical shows. For the time being, at any rate, it is only natural that most people should want to forget their anxieties. But trivialities have by no means a monopoly. Mr. Priestley's "Music at Night" at the Westminster—the first serious play to be presented in wartime—has done remarkably well. "Julius Caesar" (in modern dress), the Old Vic company in "Romeo and Juliet," "The Corn is Green," "Dear Octopus," "Design for Living," "Lady Precious Stream," "Whiteoaks," "Robert's Wife," and "The Importance of Being Earnest"—plays like these, already running or in prospect, show that there are plenty of people whose taste is by no means confined to what the late Henry Arthur Jones used to call "legs and tomfoolery."

There remains the greatest achievement of all—the sending out by "N.A.A.F.I." (Navy, Army and Air Force Institutes) and "E.N.S.A." (Entertainments National Service Association) of a score of companies to play to the troops in France. It is good to know that the number is to be increased each week until every member of His Majesty's Forces is in reach of the mental relief and invigoration that only a good theatrical performance can give. This is not counting the shows that "N.A.A.F.I." has presented, and "E.N.S.A." produced for camps and ports at home. Up to the end of 1939 Mr. Basil Dean, who has converted Drury Lane into a hive of theatrical industry under "N.A.A.F.I.'s" auspices, calculates that a million men have been entertained.

The Theatre Goes to the Forces

The productions are of every kind, from Mr. Ralph Reader and his "Gang" of Scouts, who go right up the line, to the mixed concert-parties of "stars" under Mr. Leslie Henson and Sir Seymour Hicks, and, last of all, the dramas and comedies. Of these "Eight Bells," "Who Killed the Count?" "Almost a Honeymoon," and "Heroes Don't Care" are the first choice. They do not exactly compare, perhaps, with the offerings of the Comedie Française to the French war-theatre. But they are a beginning.

All these productions are, it should be said, sent out from Drury Lane complete, with scenery, lighting apparatus and, if necessary, the actual stage. Before Christmas the Drury Lane scene-dock was bright with some highly-coloured Chinese settings destined for a war-pantomime of "Aladdin," which was prepared by Mr. Leslie Henson for France.

Altogether, our stage has proved itself far more alive than it was twenty-five years ago. Then there was no immediate suppression, no "black-out," no competition of films and radio. Yet, so far as the general public were concerned, the first season just petered out; and the whole four years gave us little else but "Chu Chin Chow," "The Passing Show," and "The Bing Boys." As for the troops, it was not until the splendid endeavours of Miss Lena Ashwell and Mr. Basil Dean himself bore fruit in 1915–1916, that anything regular was done. Meanwhile, we have learned the truth of what Matthew Arnold said when Bernhardt came over during the Franco-Prussian war: "The theatre is irresistible; organize the theatre."

In the wartime theatre a particularly bright spot is the work of E.N.S.A. (Entertainments National Service Association), which has its headquarters at Drury Lane Theatre. When this photograph was taken on the stage of this famous old London theatre, the King and Queen were being introduced to members of Mr. Leslie Henson's Gaieties, who were busily rehearsing just before leaving for France. Her Majesty is talking to Miss Binnie Hale (left) and Miss Violet Lorraine. *Photo, L.N.A.*

Over Thirty-five but Not Too Old to Serve!

These men who have answered their country's call are too old for the fighting line, but as their medal ribbons show they have fought before and know that the soldier's first duty is to keep his rifle clean. The soldier right was the oldest man present at a parade of the A.M.P.O. He is W. H. Drewett, from South Wales, and still is as smart a soldier as men half his age.

On November 10, 1939, recruiting was opened for a new Corps—the Auxiliary Military Pioneer Corps, consisting of men from 35 to 50 years of age, to take part in such work as bridge-building, the construction of railways, trenches and fortifications. The response was excellent, and by December more than a thousand men trained at an East Coast resort were ready for service overseas.

The over 35's undergo their training at what was once a holiday camp on the East Coast, and in the centre photograph some of them are setting out on a route march, proud to show that they have lost none of the soldierly qualities that they carried with them into civilian life in 1918. In the lower photograph is the Sergeants' Mess in what was once the cocktail bar of the holiday camp. The yarns that are exchanged there are chiefly reminiscences of the last war. *Photos, Fox*

WE HAVE THE MEN—WE HAVE THE 'PLANES

When he spoke in the House of Commons on December 12, the Air Minister, Sir Kingsley Wood, had a very encouraging report to make on the opening of what he called the second chapter of the war in the air.

"When I made my last statement to the House on October 10," said Sir Kingsley Wood, "we had not yet been able to test out in actual operations the state of preparedness of our air defences. But already this first chapter of the war in the air was drawing to its close, and I should date the beginning of the second chapter with the raid on warships in the Firth of Forth by German aircraft on October 16." Sir Kingsley went on:

Since that date, though we have still had no great aerial battles, no encounter of armadas in the air, there has been steadily increasing activity. We have had to deal with a series of reconnaissances and raids over this country—some by single aircraft, and some in force—and we have thus been able to test out the strength of our defences and the efficiency of our organization.

We have also, both in this country and in France, been able to try out our aircraft in combat with the enemy.

The results, and the conclusions which we have been able to draw from them, though of necessity provisional, are certainly encouraging.

We have been able to satisfy ourselves by actual operations that the various elements of our air defences, the anti-aircraft guns and searchlights, the fighter squadrons, the balloon barrages for close defence, and the units of the observer corps have been successfully welded into an efficient and adaptable system under the operational control and command of one Commander-in-Chief. . . .

In this great organization every element is manfully playing its part—the Territorial units manning the guns and searchlights and, by no means least, if I may single them out for special mention, the personnel of the balloon barrage and of the observer corps. . . .

Superiority Over German Fighters

Our fighter squadrons, Regular and Auxiliary alike, have taken a heavy toll of such of the enemy as have tried to cross our air defences, and **we can, I am certain, justifiably claim a definite superiority in our aircraft over the Germans.** Our Hurricanes and Spitfires have been in contact with Dornier, Junkers, and Heinkel bombers, and there can be no doubt that they possess a decisive margin of advantage.

Even more encouraging, I think, is the knowledge of the superiority that they have shown over the German fighters. Not only have they twice the gun-power of the Messerschmitt, but they have markedly better flying characteristics, and are superior both in control and manœuvrability at high speeds.

At sea the ceaseless watch of the Coastal Command continues in the freezing winds and sleet of winter. . . . Every day they escort the many convoys which are constantly on the move, and in the course of their flights they have on many occasions encountered and shot down enemy aircraft.

They have carried out attacks on submarines on 57 occasions, and in 19 cases we can be sure that substantial damage has been caused. **Every month over 1,000,000 miles are flown! Every day a distance that is greater than the circumference of the globe.**

Perhaps I could instance the achievements of one squadron which are typical of many. Since the outbreak of war this squadron—No. 269—though only formed just three years ago, has flown 3,000 hours on long-distance tasks over the sea by day and by night.

Its aircraft have already travelled nearly 500,000 miles, an average of 6,700 miles a day since the start of hostilities. They have brought in detailed reports for safety and contraband purposes on some 700 merchant vessels; they have sighted seven enemy submarines and carried out attacks on five occasions. Their motto is "Omnia Videmus" (We see everything)—a motto that is fully justified. . . .

In the Bomber Command, too, the units have added to their laurels, and **the recent attack on German warships at Heligoland was yet another of the fine offensive actions of the war. It was a particularly difficult and dangerous operation, requiring skill, daring, and resolution,** but our bombers reached their objectives successfully, registered direct hits with heavy bombs on the enemy, and returned safely.

It is significant that in the course of this flight the aircraft were engaged by some 20 Messerschmitt fighters, and the two of these which pressed home their attack were driven down and one of them certainly destroyed. This, I think, is a very striking tribute to the formidable gun defences of our bombers.

Over Germany Again and Again

Reconnaissances over Germany have been continued, and our aircraft have visited Hamburg, Bremen, the Ruhr, Berlin, Munich and Nurnberg in succession, and in many cases on more than one occasion. Conditions are more difficult now, but our men have stood up to the elements in the same spirit of daring as they have faced the fire of anti-aircraft batteries and the fighters sent up by the enemy. Of the value of these flights there can be no doubt, and the Germans have paid us the significant compliment of copying our ideas.

The Royal Air Force units in France have been greatly encouraged by the visit of his Majesty the King, and are carrying out yeoman service. They have adapted themselves with the greatest cheerfulness to the very different conditions of service, and they are working everywhere in the closest comradeship with the French.

Everywhere the morale of our Air Force is magnificent. **We have a definite superiority over the Germans in the initiative and skill of our pilots,** and it is, I am sure, no cause for surprise that nearly one-third of the men who are now registering are expressing a preference for service in the air.

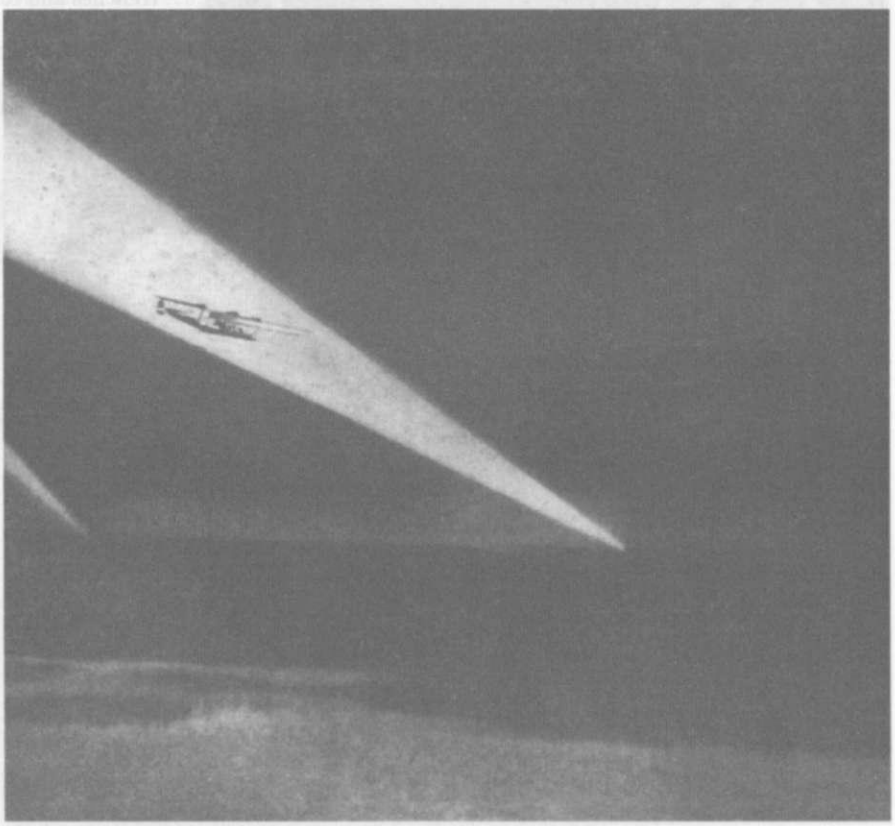
After referring to the contributions to the Empire's air strength that are being made by and in the Dominions, the Air Minister proceeded:

As regards the important matter of production, I am glad to say that the mere numerical output today is more than twice what it was a year ago, and that the types that are now passing from the factories to units represent not only in man hours of construction but also in their efficiency as weapons of war not a twofold but a manifold accretion of strength.

I said at the beginning of my account today that we were now in the second chapter of the war in the air. That in its turn may be drawing to a close, and we must be prepared to face, perhaps soon, perhaps in the spring, another and more strenuous and difficult chapter.

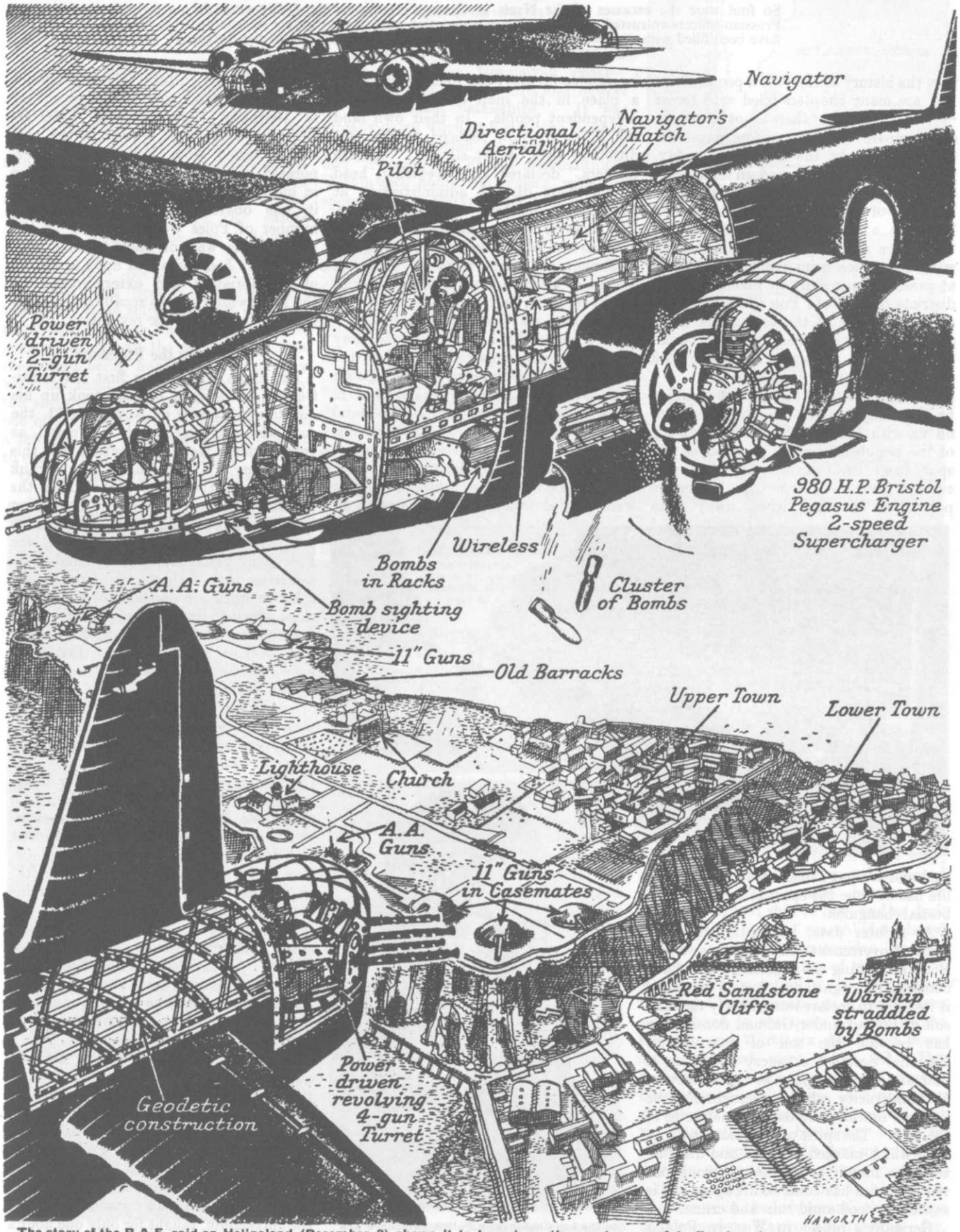
It is clear that we must continue unceasingly in all our efforts and extend them; and we must not for a moment relax the state of our preparedness.

But we can be confident that our air defence system is sound, that our personnel and aircraft are superior to the enemy's, and that our strength, defensive and offensive, is growing steadily so that every day we are in a better position to establish our ascendancy in the air.



This remarkable photograph was obtained by a coastguard watching from the shores of the Thames Estuary. A German minelaying aircraft, apparently a large Dornier DO24 flying boat, has been caught full in the powerful beam of one of the defensive searchlights. Always alert, our defences give short shrift to any marauder that does not immediately turn tail.
Photo, G.P.U.

Picture-Diagram of a Heligoland Bomber-Raider



The story of the R.A.F. raid on Heligoland (December 3) shows it to have been the most successful offensive air operation yet carried out during the war. The aircraft employed were of the twin-engined Vickers-Armstrongs "Wellington" type, already famed for its part in the September 4 raid on the Kiel bases. The "Wellington" is one of the largest of R.A.F. aircraft, yet its speed—a maximum of 265 m.p.h.—compares favourably with any of the world's bombers, and it can fly up to 3,240 miles non-stop. Beneath the cutaway diagram specially prepared for THE WAR ILLUSTRATED of the "Wellingtons" may be seen features of their objective, the island base of Heligoland.

Specially drawn by Haworth

'We are Masters: As Masters We Behave'

So foul were the excesses of the Nazis in German-occupied Poland that even the Prussian officers entrusted with the military occupation of the country were reported to have been filled with disgust. Below we mention some of the features of the Terror that aroused almost universal reprobation.

In the history of the Polish people there are many chapters filled with terror and gloom, but there is not one which can compare with that whose pages are being written in the Poland of today. "Never before in modern history," declared General Sikorski, the Prime Minister of the Polish Government in Exile, in a statement to Lord Halifax, "not even during periods of the fiercest wars, have such grim events occurred as at present occur daily in Poland. In all districts of Western Poland leading citizens in the life of the nation are being shot one after the other, and their names are whispered throughout the horrified country over their silent graves.

"From all parts of the country occupied by Germany reports are arriving which fill us with horror. While the property of the population is being seized on the spot from its owners who are being evicted from their homes, so the entire population is being driven away from vast and ancient Polish areas, and human life has become the sport of ferocious and bestial hangmen."

At a later date, he continued, "The Polish Government will publish a White Book tabulating the cruelties which have come to its cognizance, but it considers it its duty to declare immediately that the soil of Poland under German domination has become the soil of martyrdom. National Socialist savagery is writing a new and ominous page in the history of German cruelty, which by slaughter of the helpless outdoes the darkest memories of the past. The spirit of conquest and robbery which marked in blood and destruction the march of Germany throughout the centuries has come to life again and is sowing its seed amid ruin and crime."

Germany's object in Western Poland is obviously so to crush out all Polish national sentiment and destroy every focus of Polish culture that it will be impossible for the Poles ever again to find a place in the map of Europe as an independent people. In their own land the Poles are now reduced to the condition of serfs, if not slaves. "We are masters," declared Herr Uebelhör, head of the Nazi district administration at Lodz; "as masters we must behave. The Pole is a servant here and must only serve. Blind obedience and ruthless fulfilment of orders must be enforced. We must inject a dose of iron into our spinal columns, and never admit the idea that Poland may ever arise again here."

To convince his hearers that the glory of Poland was departed, and departed for ever, the monument of the Polish national hero Kosciusko which stood in Liberty Square (now Adolf Hitler-Platz) in Lodz was blown up by Nazi engineers, and other Polish historical monuments were treated with similar contumely.

Some 300,000 Polish prisoners of war were carried away into Germany to be formed into agricultural labour-gangs for work on the land, and it was given out in Germany that at least 4,000,000 Germans were to be settled in the provinces seized from Poland and incorporated in the Reich. As the territories in question were already over-populated, it was obvious that a corresponding number of Poles would have to be got rid of some way or another, and soon the victors had embarked upon a process of expropriation and extermination of the landowning classes recalling the worst days of the Bolshevik revolution.

In the top photograph Polish prisoners are being marched off to East Prussia, where they will work practically as slaves for Nazi masters. Above is Dr. Frank, the organizer of this new form of white slavery.

Photos, E.N.A. and International Graphic Press

Enslaving the Populace

Dr. Hans Frank, the first Governor-General of German Poland, took up his quarters in Cracow on November 11, the day which is celebrated in Poland as Independence Day. Not content with this exhibition of tactlessness, Dr. Frank delivered to the Poles gathered in the Royal Chamber of the castle an oration in which he condemned the "barbarous persecutions" of the Germans in the Poland of yesterday, and concluded by asserting that "those who oppose our creative work are doomed to perish, but those who help may live quietly and work."

One of the new Governor-General's first decrees made a sharp distinction between the Germans and the native Poles; the former were given privileges of every kind, while the latter were stigmatized as belonging to an inferior and altogether subject race. A dual police control was instituted, for Poles and Germans respectively; and another decree introduced a universal labour service for the whole Polish population, women as well as men, between the ages of 17 and 45.

A few days after Dr. Frank's installation a special tribunal was set up in the city to deal with cases of Poles resisting the Germanization of the country, and large numbers of Gestapo inquisitors and spies were let loose on the population. Priests, professional men, officers and prominent landowners were arrested wholesale. At the same time the campaign of systematic looting and seizure of plant and materials was intensified.

What Germanization means may be gathered from the steps which were taken in Lodz. There the names of the streets were Germanized, Polish shop signs were taken down, and Polish newspapers forbidden to appear. Polish schools were abolished, all Polish text books were withdrawn from circulation, and the Polish language was made an optional subject in the curriculum, taught for only one hour a week. So in 1939 the apostles of Nazi Kultur repeated the worst excesses of the Tsarist tyranny of generations before.

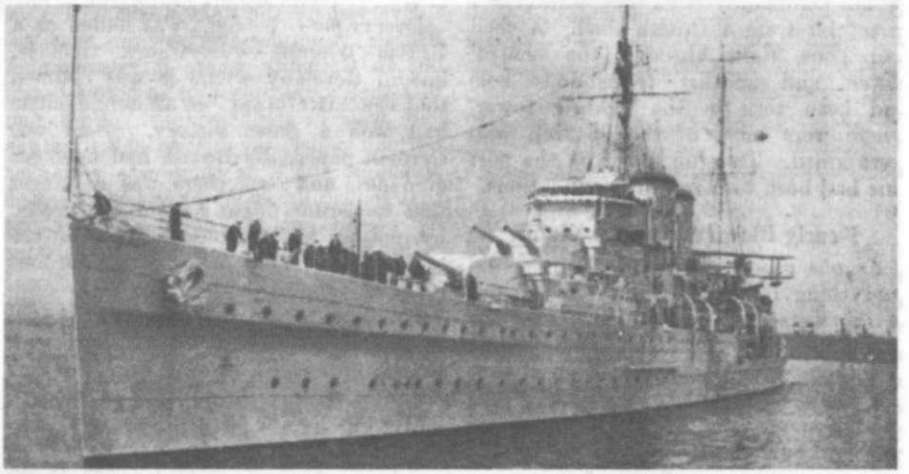
'Graf Spee' is Brought to Bay

On December 8, 1914, "Admiral Graf von Spee" went down with his flagship at the Falkland Is. Twenty-five years later the "Admiral Graf Spee" badly battered was driven into port on the same coast.

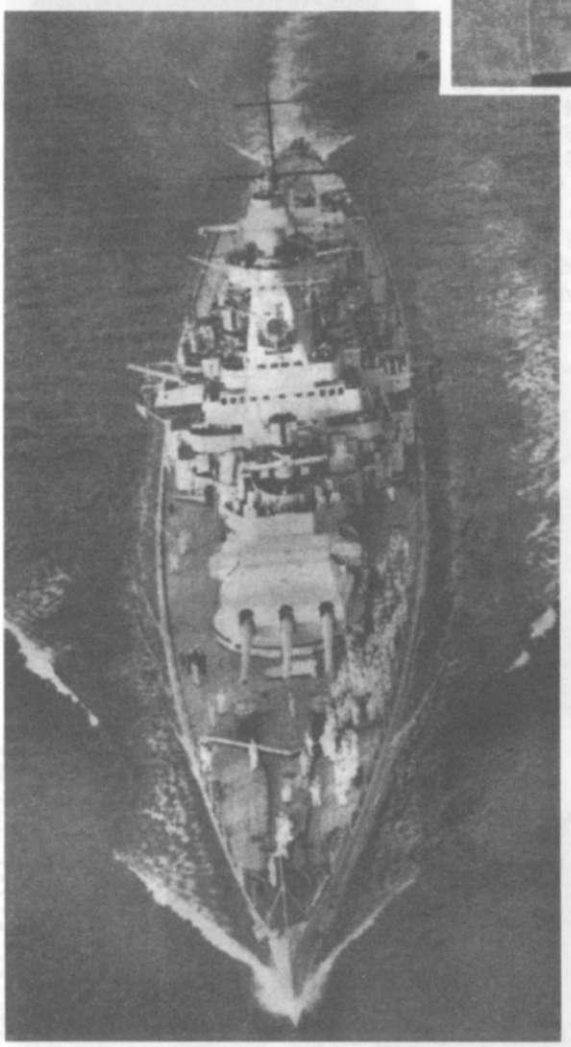
The scene of the first considerable sea battle of the second Great War, fought in the same waters as those in which Von Spee went down twenty-five years earlier.

FOR a hundred days of war the pocket battleships that were the pride of Nazi Germany's fleet sailed the vast open spaces of the ocean, and the only news of their voyagings was contained in the brief messages which stated that yet another merchant ship had been sent to a watery grave. Now it was the "Deutschland" that set the cables buzzing; then it was the "Admiral Scheer"; then, but more rarely, the newest of the "pocket battleship" trio, "Admiral Graf Spee." All the world knew that these ships, amongst the eight most powerful war vessels in existence, were at large; all the world knew that they were being hunted night and day with the most relentless persistency by the ships of the British Navy. At last, one of the quarry was sighted, and after a few hours of dramatic combat "went to earth" in a neutral harbour.

On December 13 she was making her course along the Uruguayan coast—"Admiral Graf Spee," third and newest of the "pocket battleships." It was already dawn when at 6 a.m. the German warship was spotted by a British cruiser and "Formose," a French merchantman. Within two hours the cruiser, with her speed of over thirty knots as compared with the German ship's twenty-seven, had come within range, and both ships opened fire. No doubt the "Graf Spee" hoped that with her vast superiority of armament she would be able to repel the attack, and possibly sink her opponent But now another British warship, the "Exeter," appeared over the horizon.



The "Exeter" is a cruiser of 8,390 tons, completed in May, 1931. She carries six 8-in. guns, eight 4-in. anti-aircraft guns, six 21-in. torpedo tubes, and two aircraft with catapults. Like the "Ajax" and the "Achilles," which formed part of Commodore Harwood's squadron, she has a speed of 32·5 knots.
Photo, Wide World



The "Admiral Graf Spee" is the last of the three "pocket battleships" of the Deutschland class with six 11-in. guns to be completed, having been launched in 1934. She has a displacement of 10,000 tons and a crew of about 950.
Photo, Keystone

Natives on the shore at Punta del Este, who had rushed from their homes at the sound of firing and were watching with eager eyes the flashes of flame as the great guns went into action, heard twelve shots fired in quick succession. At the same time the first British cruiser, supposed to have been "Ajax," poured out a vast smoke screen.

Now, the "Graf Spee" headed for the open sea, but the second cruiser began to close in, and a running fight developed which continued within sight of shore at intervals throughout the day. As fast as her engines could take her the German ship made for the refuge of the River Plate, and as hard and as fast as their guns could fire, the British cruisers—by now a third, the "Achilles," had come up—were doing their utmost to sink her, or at least put her out of action before she could reach territorial waters.

In a later stage of the engagement one of the British cruisers, the 8-inch gun "Exeter" was damaged, and in consequence forced to reduce her speed and drop behind. The other two cruisers, "Ajax" and "Achilles," both small ships mounting 6-inch guns only, continued the chase and scored repeated hits. They were unable, however, to bring the hunted ship to bay, and as dark fell the "Graf Spee's" searchlights played on the shore of Montevideo as she searched for the opening of the harbour. Maritime police put off in a tug and guided the ship to her anchorage. Ambulances were rushed to the quay as soon as she moored, and thirty-six dead and some sixty wounded were taken off. Her captain was among the wounded, having been injured in the arm. A Uruguayan spokesman was reported to have said that the badly-damaged battleship would be allowed to remain in the port up to thirty days in order to effect necessary repairs.

So the day ended, and in the outer harbour or in the estuary all three ships of Commodore Harwood's squadron—for, despite her damage, the "Exeter" had succeeded in coming up—maintained an unsleeping vigil. "Graf Spee" was trapped.

Outfought and Outsailed She Fled to Safety

With the coming of the morning light the battered ship showed her gaping wounds to the crowds which packed the quays. There were three shell holes on the water-line on the starboard quarter, and through a huge hole on the port quarter one could see into the crew's sleeping compartments. The plates were bent outwards, indicating a terrific explosion inside the vessel. On deck a mass of wreckage was all that was left of an aeroplane which had suffered a direct hit from a British shell. A shell had gone right through the control tower, and another tremendous hole had been torn in the fighting tower, where were most of the 36 men who were killed. The gun tower on the port side had been torn from its foundations.

Nearly Blown out of the Water

As one observer said, the British did everything but blow "Graf Spee" out of the water. It was obvious that she would need the most extensive repairs, and there were many who believed that she would never put to sea again, particularly in view of the fact that outside the harbour the three cruisers which had chased her so gallantly had now been strongly reinforced.

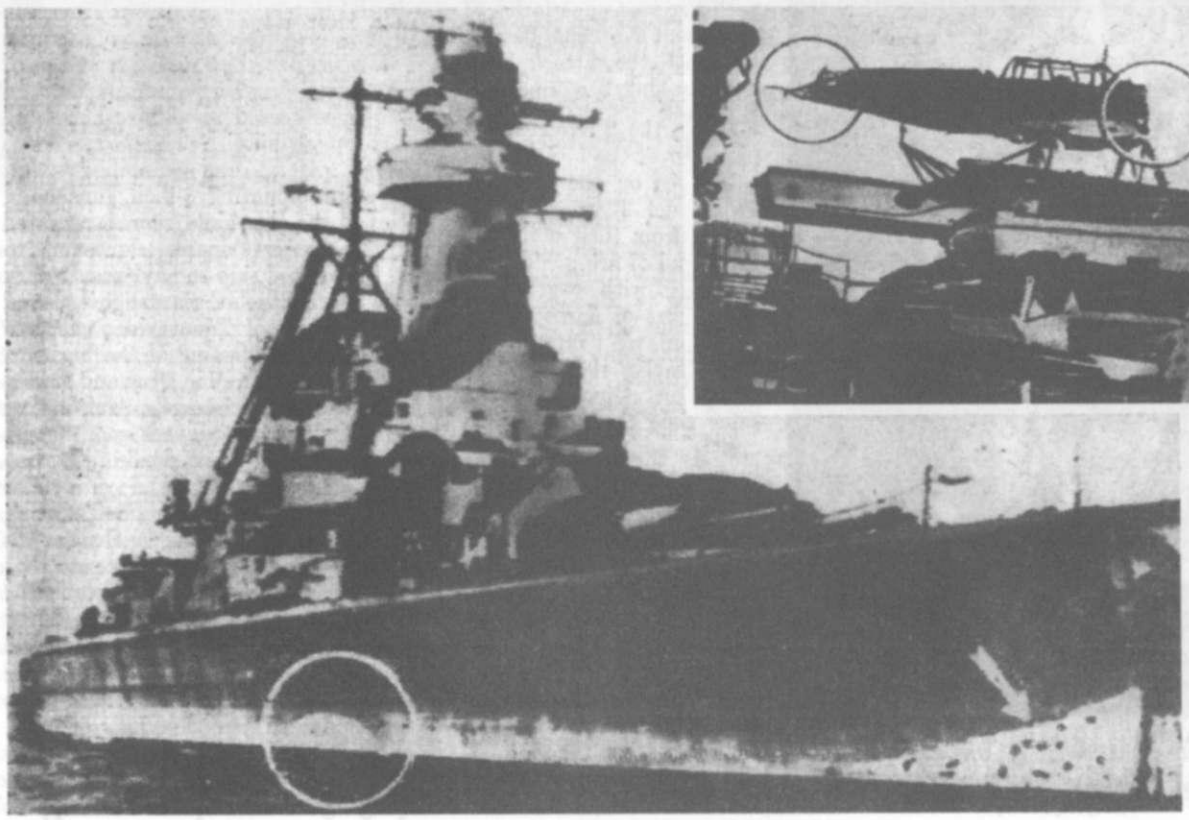
The news of the battle electrified the world. Perhaps the most dramatic account of the battle was that given by the six British captains of merchantmen who had been kept as prisoners in the "Graf Spee" since their vessels were sunk by the raider Said Captain Dove after a tribute to the courteous conduct of the German commander, "When the battle started yesterday they bolted the door, and I did not know what was happening until I heard the 'Graf Spee' guns and felt the impact of the British shells. According to our reckoning the 'Graf Spee' was hit sixteen times. We played cards, including bridge, throughout the battle. One shot exploded near us, and we kept splinters of it as souvenirs."

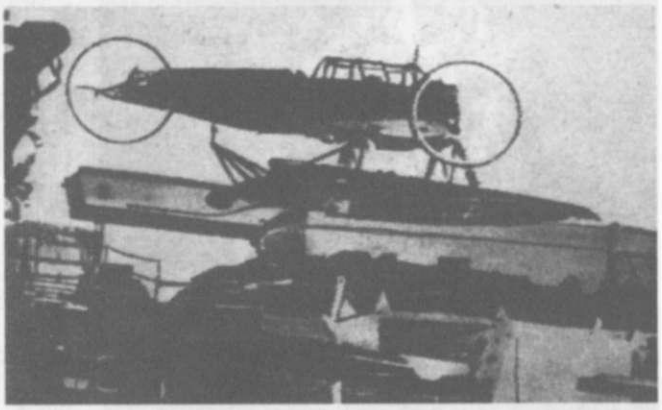
Everywhere the fight was hailed as a British triumph—everywhere, that is, but in Germany where it was claimed that the "Graf Spee" in an heroic battle had won a great victory. Said one German paper, the British had fired gas grenades, and "as there was a danger that foodstuffs might have been affected by poison gas the commander of the 'Graf Spee' put to anchor in the harbour for fresh supplies"!

Naval experts were amazed at the success of the three comparatively small British cruisers in driving from the seas one of the most formidable of modern battleships. The British cruisers' gun range is only 18,000 to 25,000 yards as compared with the 30,000 yards of the German ship, and their biggest guns fired shells of only 250 lb. as against the 670 lb. shells belched from the "Graf Spee."

Speaking in the House of Commons, the Prime Minister referred to the "very gallant action which has been fought by three comparatively small British ships against a much more heavily armed adversary"; and in the House of Lords, Lord Chatfield spoke of the "brilliant and successful fight in the South Atlantic." He went on, "we had been hunting for the 'Graf Spee' for some time. It could be assumed that any ship that got into touch with her was not going to lose touch. That is the spirit which animates the Navy today, as it has animated the Navy of past days." Lord Chatfield concluded by saying that he had no doubt that the "Graf Spee" would soon put out to sea again"—and added grimly—"for a short time."

Commodore H. H. Harwood, in command, hoisted Nelson's immortal signal on his flagship as he went into action.





The foolish boast of the Nazis that the "Graf Spee" showed no battle scars is utterly disproved by these two remarkable photographs taken in Montevideo harbour and transmitted to London by wireless. Above is the catapult apparatus, with a seaplane badly damaged by shell fire. Left the "Graf Spee" in harbour. Circles and arrow mark where direct hits were made.

Associated Press

I Saw Horrible Sights in Helsinki

Air raids were launched on Helsinki, the Finnish capital, on November 30, at the outset of the Russian attack on Finland. Accounts of the first raids on the city, given by eye-witnesses, are here reprinted by permission of the "Daily Telegraph" and British United Press.

MRS. CHOLERTON, wife of the "Daily Telegraph's" Moscow correspondent, arrived in Stockholm on September 2 with her small daughter from Abo, the large Finnish port near the entrance of the Gulf of Finland, on board the Swedish steamer "Brynhild." She stated: "My little girl was in school at the other end of Helsinki from where I was when the first air raid alarm in the city was sounded on Thursday morning (November 30). Imagine the feelings of a mother in this situation."

The little girl interrupted: "Our teacher helped us to reach home safely."

Mrs. Cholerton continued: "The machine-gunning was worse than the bombs. I saw horrible sights when the tack-tacking of the machine-guns started from the Soviet 'planes.

"Owing to the spy situation all foreigners need a police permit to leave Finland. As I tried to get mine at police headquarters a second raid occurred, and the office was closed. Bombs fell all around and a building collapsed in the street, blocking my way at first.

"On December 1st I succeeded in leaving by train while the Russian attacks were stopped to permit Russians and Germans to evacuate the city. The 'Brynhild,' which was meant to hold 150, was crammed with 300 people.

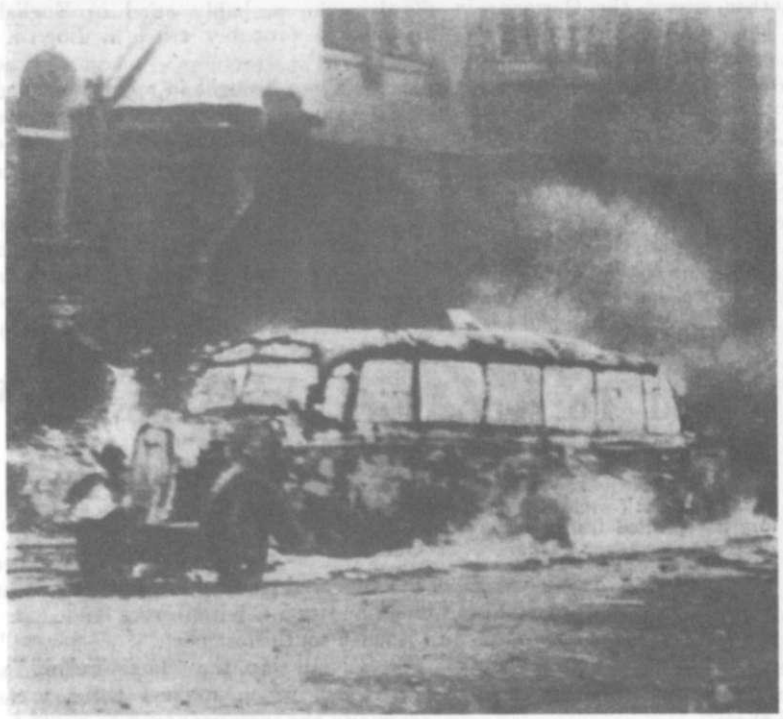
"We were escorted by two Finnish destroyers, but near the Aaland Islands Russian warplanes were reported and all passengers were sent below decks. We heard afterwards that the destroyers engaged the 'planes and that Soviet submarines were also seen."

A British press correspondent at Helsinki, describing the effects of one of the Soviet air raids on the city, said:

"When the first bomb was dropped I was thrown to the floor. All the windows of the hotel were shattered.

"Being none the worse for my fall, I telephoned

A non-combatant victim of the Red raids on Helsinki on November 30, being carried to hospital by two civilians.
Photo, Wide World



The scenes of horror which the dropping of incendiary and high-explosive bombs can produce in a great city are shown in these two photographs. They were certainly not military objectives; above, left, is the motor omnibus mentioned in the eye-witness's account of the bombing in the next page. Right, are buildings in Helsinki after being bombed—one razed to the ground, the other burning fiercely.
Photos, Wide World and Planet News

the City Exchange in order to get a trunk call. The telephone girl was still at her post, and quite coolly got me my number.

"I counted at least a dozen bombs, two of which were huge and shattered windows over a radius of about half a mile. Incendiary bombs were dropped, evidently aimed at the airport. They went wide and started several fires in the centre of the city.

"The heavy bombs were presumably for the railway station, but a motor-bus got the worst of one of them and a number of people in it were killed.

"There was pandemonium from the continuous anti-aircraft gun-fire. From my window I could see three blazing buildings. There seemed to be numerous casualties in the street.

"The huge glass dome of the Hotel Torni crashed into the lobby. There was complete calm, and the guests were calmly shepherded into the cellars. The offices of the Great Northern Telegraph Company were hit by a bomb. No one was hurt.

"The raid had come practically without warning. The first bombs dropped barely one minute after the sirens were sounded. There was no panic, but many people appeared too dazed to make for the cellars and stood stupefied, staring up into the sky. City transport was paralysed.

"In one area the fire department took charge, and the firemen began digging in the débris to recover bodies. Large blocks of flats suffered badly and several were burning fiercely.

"Scores of persons are believed to have been killed when a heavy bomb landed on an apartment house and destroyed it.

"The darkness which came down at 4 p.m. was broken by winking flashlights of citizens picking their way through the rubble, and by the glare from burning buildings where rescue work was still going on."

A Nazi Tank Slew My Wife in Poland

This eye-witness account of terrible happenings in conquered Poland was told to a correspondent of the "Daily Telegraph" by Count Joseph Michalowski, who succeeded in reaching Paris at the end of November.

When war broke out I was mobilized and fought in an army group commanded by Gen. Kleberg. I became a Bolshevik prisoner of war on September 20. But after a few days I succeeded in escaping and started a search through Poland to try and find my wife and my three children. . . . I had no idea at that time that my wife and my eldest son, a boy of 17, had been shot by the Germans.

I went to Poznan to find out among my friends if they knew anything about my family.

Poznan is in the grip of the wildest form of German terror. The Poles are being ejected from their properties and businesses. Polish shops bear notices "Deutsches Geschaeft" — "German shop." All streets in Poznan are being renamed by German names. The hotels bear inscriptions: "Polen und Juden Eintritt verboten"—"Poles and Jews forbidden to enter."

The population of Poznan is terrorized and haunted. The streets are empty, and only those who have urgent calls leave their houses.

From Poznan I followed the tracks indicated to me as the direction which my wife had gone and stopped in the little town of Szamotuly. There, I think it was on October 20, I witnessed the following terrible scene:

It was market day and the market was crowded with people. Suddenly a group of German soldiers arrived, pushed the whole crowd, of whom I was one, into one end of the market and drew a cordon separating us from the other part of the market place.

After having cleared that space from the public the German soldiers led into it five young men who were all keeping their hands crossed behind their heads. The five young men kneeled down and prayed aloud in Polish.

One of them exclaimed in Polish, "Long live Poland"—"Niech zyje Polska." Another cursed the Germans in German. The crowd where I stood was crying, women were weeping aloud and many were kneeling, praying and exclaiming, "Where are you, our Lord?"

The five young men were executed. The S.S. chief personally shot each of them in the head with his revolver.

The five young Poles came from the village of Otorow, which is near by. One of them was the local hairdresser. They were shot because the Hitler flag had been torn from the local town hall. The five men had been kept as hostages and hostages are being executed publicly.

The search for my wife led as far as Sochaczew, about 30 miles west of Warsaw. Along the road I came across numerous common graves.

I was able to ascertain that my wife was driven on that road in a hackney-carriage with two other women, friends of hers, and a devoted servant girl. A second hackney-carriage was behind them with other women evacuating towards Warsaw.

I found the driver of that second hackney-carriage, and he took me to a spot near the village of Tulowice, where the first hackney-carriage, containing my wife, had crossed the River Bzural.

Some distance away, on the other side of the river, a few yards off the road, I discovered the hackney-carriage, which I recognized as one from my estate. There among the panels I found one shoe which belonged to my wife. On a common grave near by we found the relic-image of the Saint Teresa. It belonged to my wife's servant girl. Local peasants gave me the following dramatic report:

A German tank approached the hackney-carriage on which the four women were seated and riddled it with machine-gun bullets.

There were no Polish soldiers in the vicinity, and the hackney-carriage was at the moment standing abandoned in the road with only the four unhappy women in it. The Germans deliberately killed the four women. My wife was not killed outright, but fatally wounded. As she was an American—her maiden name was Crosby—she probably cried in English for help.

My wife was brought in a coma to the nearest hospital at Blonie, where she died after the Germans had refused to give her any help. They pretended that she was not a woman but an English officer masquerading as a woman.

I learned further that my son, who with some other friends was being motored to Warsaw a few days before my wife was killed, was killed also. The car was shot at by German colonists acting as spies.

We Escaped Torpedo, Fire and Shipwreck

Passengers and crew of the Dutch motor-vessel "Tajadoen" had a thrilling experience on December 7. When their ship was torpedoed they were picked up by the Belgian steamer "Louis Scheid," which was herself wrecked on a hidden rock a few hours later. This story is reprinted from columns of the "Evening Standard" and the "Manchester Guardian."

When the Dutch motor-vessel "Tajadoen" was torpedoed in the North Sea on December 7 the explosion set fire to oil floating on the sea, and the survivors in lifeboats had to race away from a spreading sea of fire which crept upon them.

The captain of the ship, Mr. J. B. Roederink, revealed this when he and 62 of the crew and passengers (including five women and two children) were landed at an English south-west port.

The Belgian ship, the "Louis Scheid" (6,057 tons), which rescued them, was herself wrecked on a hidden rock near the coast and the survivors took to boats for a second time within a few hours.

Captain J. B. Roederink said:

I WAS THERE!

" All the passengers of the ' Tajandoen ' and a number of the crew were in their bunks when the explosion occurred. It was a terrific explosion and the ship went down in a quarter of an hour.

" We got all the passengers and crew away with the exception of two engineers and four seamen. Then began a grim race for safety.

" The explosion had allowed our fuel oil to escape on to the sea, and had ignited it. The surface around the vessel was soon a huge blazing lake which spread away from the sinking vessel.

" As it spread the lifeboat crews worked desperately to keep their boats ahead of the blazing oil and, fortunately for all in the boats, they won the race."

The first intimation that the Belgian rescue ship had hit a rock was when rockets rent the black-out.

Coastguards saw the vessel brilliantly lit from bow to stern, and called help. The vessel came on to the beach within about 100 yards of an hotel.

Several times the lifeboats made gallant efforts to get alongside, but their work was hampered by the heavy seas.

The coxswain of one of the lifeboats said :

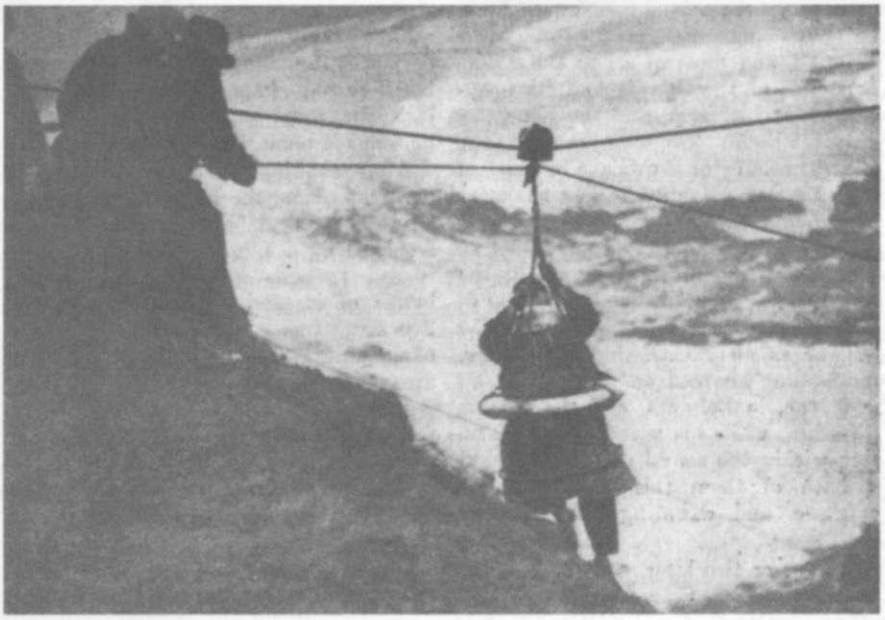
" We had a very rough trip in lashing rain. It was terrible. The first time we went along to the port side of the ' Louis Scheid ' we took off 40 ; the second time we took off 22 more of the Dutch crew and passengers. All but five are thus accounted for.

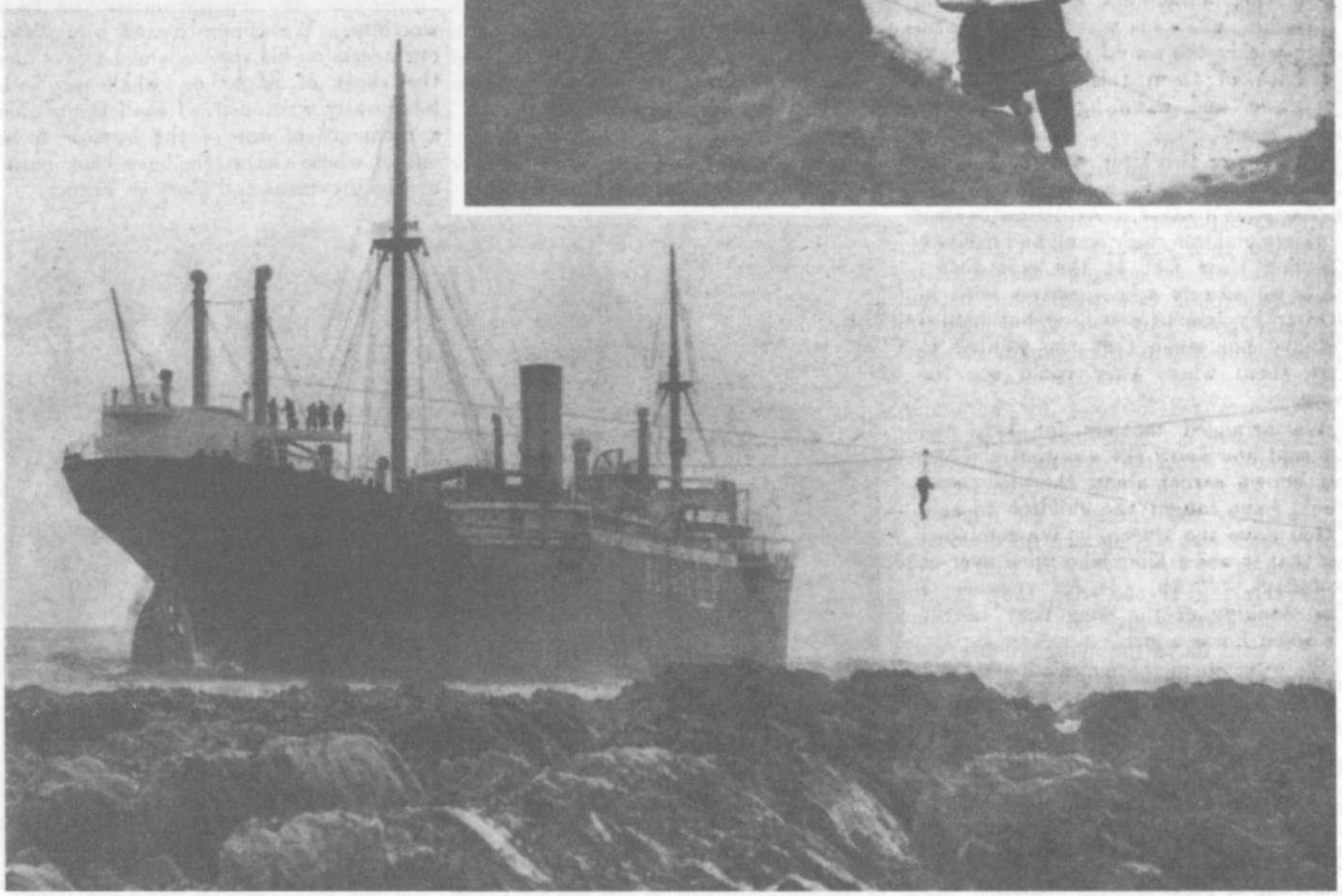
" They had to jump with ropes round them. It was with the utmost difficulty we got them all on board."

A small boat carried the survivors from the lifeboat to land and then they were half-carried up a steep cliff.

The officers and crew of the " Louis Scheid," who remained on their vessel after the removal of the survivors of the " Tajandoen," were later rescued by breeches buoy.

Although it was foggy, a rocket carrying a lifeline was shot across the steamer, and the breeches buoy apparatus brought





Here are scenes in the double tragedy that befell the survivors of the Dutch motor-ship " Tajandoen," 8,159 tons, which was torpedoed in the Channel on December 7. The Belgian ship " Louis Scheid," 6,057 tons, by which the passengers and crew were rescued, afterwards ran ashore on the coast of Devon through one of the ordinary hazards of the sea, but all the survivors of the " Tajandoen " were rescued by the rocket apparatus. At the top is one of them—Rudy van Essen, aged 6 years—being looked after by English nurses. Centre, one of the crew of the " Louis Scheid " is being brought ashore in the breeches buoy. Bottom, the Belgian ship on the rocks.

Photos, G.P.A. and Associated Press

into operation. In a short time all the officers and men had been brought ashore.

Spectators could see the seamen bobbing over a choppy sea as they were hauled through mist and driving rain on to the sands.

A lifeboat and a tug stood by off the rocky shore. Police and villagers for miles around hurried to the beach to aid in the laborious work of rescue.

One man said :

" It has been a terrible night. There was no respite from the lashing rain and tide. We had to rush the apparatus to another point two miles away to bring the vessel within length of the rope."

The Maire Who Welcomed the King

In the course of his tour of the British positions in France, the King was welcomed one December morning by the maire of a little village. Mr. E. A. Montague, Special Correspondent of the " Manchester Guardian " here describes the event.

A TINY French village, huddled in a field in the downs, heard that it was to be visited by the King of England. The news was delightful but overwhelming, and most of all to the maire. For a unit of the Guards had its headquarters at his farm, and the King was to inspect them. The maire must do the honours not only of his village but also of his own house. Hastily he sent the news out through the village, and decreed a holiday for the school children. Then he shut himself indoors and set about the writing of a speech. He was conscious of the occasion. He had fought through the last war as an N.C.O. in the artillery, commanding his men on the Somme, on the Marne, in Belgium, and the horrors of Verdun, while his wife kept the farm going within the sound of the guns, but for both of them this was the most important and daunting day of their lives.

An hour or two later some of us came into the village, half an hour or so ahead of the King's party. We found twenty or thirty children, very small and excited, shuffling their feet at the cross-roads, while the elderly schoolmistress tried in vain to explain to a willing but baffled military policeman that she wanted to take them where they could see the King.

We arranged matters for her, and she said how sorry she was that she had not known earlier about the visit ; she would have taught the children to sing " God Save the Queen." We reminded her that it was a King who ruled over us nowadays. " Ah, yes, of course ; I was thinking of the song they taught me when I was a girl."

We went on to the maire's house, and found a detachment of about a hundred Guardsmen drawn up in three ranks along one side of the farmyard. In front of the house stood a group of officers, and at the end of it, next to the front door, the maire and his wife, in ceremonial black. At the gate was posted a guard of four men with tin hats and fixed bayonets, and beside them stood a bugler.

A sudden command froze everybody into a silence which made the farmyard sounds of ducks and hens and pigeons seem magically louder. The guard presented arms with a smacking accuracy which must have impressed the old soldier standing outside his front door nervously fingering a sheet of paper in black-gloved hands, and the bugler blew the royal salute as the King and his officers came through the gate.

After shaking hands with the commanding officer the King moved towards the other officers and was immediately menaced by a lolloping terrier pup, who rushed towards him barking, thought better of it, and scuttled away again. The King was introduced to the officers of the unit, and at last the maire's proud, dreaded moment had come.

He did not tempt fortune by trying to remember his speech. He produced his piece of paper and read from it in a steady voice the result of his meditations on how a Frenchman should speak for France. It was thus :

" Your Majesty,—In the name of my country I thank your Majesty, I thank your people, I thank your splendid Army, so closely united with the French Army on our borders for the defence of this sublime and noble cause, for the defence of humanity."

And then, raising his eyes from the paper and lifting his voice to the tone which must have rallied his gunners outside Verdun, he ended, " Vive le Roi, vive l'Angleterre, et vive la France ! "

They shook hands, the King of England and the little man in black gloves, and then the King passed on to review the Guards' parade in the yard.

Again the guard at the gate presented arms, again the bugler blew the royal salute, and the commanding officer called for three cheers for the King. As he paused before leading the first cheer one of the maire's hens gave him the note with a hoarse, triumphant uproar which signified that the Allied food supply had been increased by one egg, and the sound of the cheering set all the geese stretching their necks and hissing.

The King and his party passed out of the farmyard, and the maire's great day was over. We found him afterwards in his house, and took wine with him, while the puppy which had tried to assault a King rolled about under the table.

He was composed and content in the knowledge of having carried himself worthily. We congratulated him from our hearts on his speech, and he gave me the sheet of paper on which he had laboriously written it. I shall keep it as a memento of one of the humble men out of whose characters have been built up the greatness and glory of France.

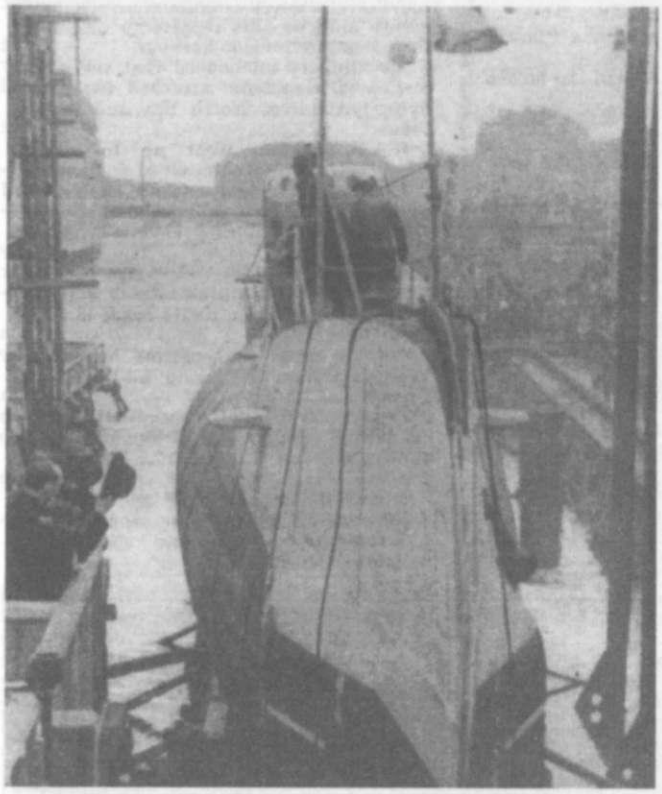
During his visit to France the King saw troops under many conditions. Here His Majesty, walking on duckboards laid in a rain-flooded French farmyard, is cheered by British troops as he leaves after an inspection of their quarters. Immediately behind him is the British C.-in-C., Viscount Gort. It was amidst such surroundings as this that the King heard the simple yet moving address recorded in this page. *Photo, British Official : Crown Copyright*

NOW IT CAN BE TOLD: EPIC STORY OF THE 'ORZEL'

Here we have the first of what it is to be hoped will be a number of accounts of exciting and heroic incidents, the full story of which was not revealed for one reason or another at the time of their happening.

WHEN General Sikorski, the Polish Premier, visited England in November, 1939, he conferred decorations on Lieutenant Grudzinski and all the members of the crew of the Polish submarine "Orzel." Following this public recognition the full story of a most remarkable feat of heroic seamanship was given to the world.

When Hitler's men marched into Poland at the beginning of September, the "Orzel" (which means Eagle) was trapped in port at Gdynia. But the 60 daring men on board declined to surrender their ship, and took her to sea in spite of an attack from the Nazi fleet.



Above is the scene at the launching of the Dutch-built Polish submarine "Orzel," whose amazing adventures are told in this page. She has a displacement of 1,473 tons, and carries a normal complement of 56 men. Fitted as a minelayer, she has a radius of 3,500 miles and a speed of 10 knots on the surface.

The commander was sick and should have been in hospital. For four days he cruised, submerged in the Gulf of Danzig, watching through his periscope the aerial attacks sweeping over the Polish coast towns at ten-minute intervals.

He was sighted and bombed. A cordon of German submarine hunters was spread across the Gulf and the commander sought the wider waters of the Baltic.

Put Under Arrest

FOR a week he searched for a sister submarine which had signalled for help. By now he was so ill that he had to be hauled up the conning tower on a rope's end, and on the thirteenth day he was so ill that his second in command decided to land him in a neutral country, and chose Estonia. They put into Tallinn on September 15.

The submarine was secured alongside by four wires to the jetty, by another to a destroyer and a sixth held his bow to an anchor in the harbour. The sick captain was landed, and the first lieutenant, Lt. Cdr. John Grudzinski, took command. One German merchant ship in the harbour was to leave shortly, so the Estonian authorities refused permission for the "Orzel" to proceed for another 24 hours.

At the end of this time officials arrived on board with the astonishing announcement that, as "Orzel" had exceeded the time allowed in a neutral port to belligerents by international law, the submarine was under arrest. They were asked for no parole, but the breech blocks of the guns were removed, all charts and small arms taken out of the ship, and preparations made to hoist out the torpedoes with a crane. Two guards were mounted, one in the control-room on board and the other on the jetty ashore.

By the time 15 torpedoes had been hoisted out the second in command had contrived, unseen by the guard, to file through the wire of the hoisting apparatus. It broke, leaving five torpedoes on board. In the meanwhile the captain was unobtrusively busy with a hacksaw cutting the wires, until only a few strands held them to the jetty.

The only aid to navigation left on board was a list of lighthouses and lightships in the Baltic. The second engineer, who had been promoted to navigator, got a piece of squared paper and contrived to plot their approximate positions on it, thus reconstructing a crude chart of the Baltic.

This could be done only in odd moments when the guard climbed on deck to smoke or talk to his confrère on the jetty.

At such moments the escape was planned. It was decided that when midnight came they would overpower the guards, break the strands of wire that secured the submarine and get away as quickly as they could. The chief difficulty was the gyroscopic compass, which has to be run for some hours before it is serviceable. To drown the hum of the gyro they increased the speed of the ventilating fans, complaining to the guard that they were being deprived of fresh air. Then they all turned in.

At midnight two burly members of the crew went on deck on the plea that they wanted a smoke. The guard ashore had been joined by a friend who stayed chatting with him. At intervals the Polish sailors returned to the upper deck. The Estonians had an overhead searchlight shining down on the submarine and jetty. There was also a telephone within reach of the guard. At 2 a.m. the visitor left. The two Polish sailors offered the guard a cigarette, which he declined. To attract him nearer to the gangway they drew his attention to a peculiarity of their gun-mounting. This appeared to interest him and he approached the side of the jetty. The Poles immediately seized, gagged and bound him and bundled him into the submarine. At the same moment his confrère below was seized, and an officer ran ashore and cut the wires of the searchlight and telephone. The stranded wires that held them to the wharf were carried away. The sound of their capstan revealed their intentions, and destroyers switched on searchlights, and opened fire on them with rifles.

They made for the entrance, blinded by searchlights, with bullets spattering all round them. There was a general fusillade from every direction. They blew their tanks, went full speed astern, and slid off the rocks. Then they went ahead again, and this time succeeded in slipping through the entrance out into the night—and freedom.

The story goes on to describe how the men went on through the night, submerged, steering blindly, with no chart. At dawn they lay on the bottom. Next day they heard the hunters passing to and fro; and depth charges burst around till they lost count of the explosions. About 9 p.m. there was a lull and at midnight they rose cautiously. There was nothing in sight.

It must be remembered that their sole armament was five torpedoes. Their guns were out of action; they had no rifles or revolvers. The captain decided to cruise in the Baltic in search of German ships as long as his torpedoes lasted and then make for England.

Hunted and Harried for Three Weeks

HE found a sanctuary and charged his batteries. He also ran ashore about five times on shoals and rocks, getting more and more damaged. By this time they were getting tired of their prisoners, who kept up a ceaseless lamentation and speculation on how their families were faring. They learned from the German wireless—which was the only news they had—that they were being denounced to the world as murderers of their guards.

Accordingly, one fine night, in a flat calm, they stopped off an island, launched their boat, put their two Estonian prisoners into it with money, cigarettes and a bottle of whisky and watched them row to the shore. Then these men who had lost their country and their families made a wireless signal to announce that the Estonians were safe so that their relations might have no further anxiety. This was the 22nd day.

For a fortnight they cruised in the Baltic. Every night they were hunted to prevent them from charging batteries; by day they cruised submerged, never knowing when they would strike a rock, or they lay on the bottom. By this time their water was running low and the cook had a scratch that was causing blood-poisoning. On the thirty-eighth day they decided to try to reach England.

In spite of lack of charts, constant attacks by German destroyers, and further damage by grounding, they threaded the intricate channels of the exits from the Baltic and gained the North Sea. Once there every man's hand was against them; they were fair game for German and British alike, menaced from the air, by surface patrols, and by submarines; their wireless apparatus had been damaged by rifle fire. But the first lieutenant Piasecki could speak English.

On October 14 a faint message reached a British wireless station: "Supposed position from 0630 on appointed place for Polish Navy. Beg permission entrance and pilot. But have no chart.—'Orzel.'"

A few hours later a British destroyer found them and led them triumphantly into harbour. They learned then that their sister submarine was also safe. They had only three requests: to land the sick cook, to replenish their water supplies, and to be given breech blocks for their guns. They were then prepared to go to sea forthwith on whatever patrol it pleased the British Navy to employ them. They were received with hearty cheers when they joined the British fleet.

OUR DIARY OF THE WAR

Thursday, December 7, 1939

Finns maintained defence of Karelian isthmus and denied that Russians had broken through. Russian attacks in the north were repulsed. Fierce fighting in Petsamo district.

Nine enemy aircraft driven off by R.A.F. fighters from Firth of Forth area, five being hit.

Two enemy machines were engaged off North-East Coast by R.A.F. fighters and pursued out to sea ; one was hit.

Air Ministry announced that in an engagement over the North Sea on Dec. 6 **two Dornier seaplanes were attacked and damaged** by aircraft of the Coastal Command. One British aircraft failed to return.

Patrol activity was reported from the Western Front, German raiding parties showing great persistence.

H.M.S. " Jersey " damaged by torpedo, but reached port. Attacking U-boat reported sunk.

Two **Polish submarines, " Wilk " and " Orzel," escaped** from the Baltic and joined the British Navy.

Reported that H.M. trawler " Washington " was sunk by mine in North Sea on Dec. 6.

Dutch freighter " Tajandoen " torpedoed in English Channel. Survivors taken off by Belgian cargo boat " Louis Scheid," which later ran aground on Devon coast.

Norwegian tanker " Britta " sunk off West Coast of England.

British steamer " Thomas Walton " sunk, probably by torpedo, off Norway.

Friday, December 8

The King, in the course of his tour of the B.E.F., visited aircraft units, and decorated Flying-Officer R. C. Graveley and Sergeant F. H. Gardiner.

Coastal Command aircraft **sank a U-boat by bombing.** Another was attacked.

Enemy aircraft reported off East Coast during preceding night. R.A.F. aircraft went up to intercept them. One enemy machine approached Thames estuary and was driven off by anti-aircraft fire.

British cargo-boat " Merel " mined off South-East Coast.

British cargo-steamer " Navasota " torpedoed in Atlantic.

German naval launch mined in German minefield off Langeland.

Russia declared a blockade of Finnish coast along Gulf of Bothnia.

Saturday, December 9

The King visited troops on the frontier and inspected a sector of the Maginot Line.

Announced that **British troops had taken up their positions in the Maginot Line** and had been in action against the enemy.

Finns repulsed new attacks on Karelian isthmus. Soviet bombers raided Hangoe.

Fierce fighting along the line Kuolajaervi-Suomussalmi-Kuhmo, where Russians claimed an advance.

British ship " Brandon " sunk off West Coast. British steamer " Corea " sunk off East Coast.

German steamer " Henning Oldendorff " brought into port as naval prize.

League of Nations Council held private meetings to discuss Finland's appeal against Russian aggression.

Sunday, December 10

The King returned to London after his tour of the Western Front.

Russian troops reported to be in contact with Finnish main line defences. Farther north the attack designed to cut Finland in two was said to be making slow progress.

Western Front reported that there were patrol encounters at various points.

Soviet Government handed a Note to the British Ambassador in Moscow protesting against Britain's two-way blockade.

Sweden appointed General Thoernell Commander-in-Chief of Swedish Defences.

H.M. drifter " Ray of Hope " sunk by mine.

Four neutral ships reported sunk : Swedish steamer " Vinga," Dutch motor-ship " Immingham," Danish collier " Scotia," Norwegian steamer " Gimle."

THE POETS & THE WAR

XII

PAR NOBILE FRATRUM

By A. A. Milne

Press fury (well controlled), a "hostile act,"
"Exhausted patience"—and the broken pact.
Which is the prettier? Stalin, tongue in cheek,
Or Hitler thinking proudly "My technique"?

—The Observer

Estonian steamer " Kassa " torpedoed in Gulf of Finland.

Von Papen, German envoy to Turkey, summoned to Berlin.

Department of Public Prosecutions in Istanbul began an inquiry into the activity of the German Embassy's Press Service.

Soviet Government refused offer of service of International **Red Cross Committee in Geneva** on grounds that Russia is not at war with Finland.

Monday, December 11

Renewed Russian attacks in Karelian isthmus were repulsed. On the central " bottle-neck " front the Finns claimed the recapture of Suomussalmi. Fighting continued in the Petsamo area.

League of Nations urged Soviet Union to cease from hostilities within the next 24 hours.

Officially stated that four British steamships—" Ashlea," " Newton Beech," " Huntsman " and Trevanion "—were now long overdue and must be considered lost.

British steamer " Willowpool " mined in North Sea.

Greek steamer " Garoufalia " torpedoed off Norway.

German aircraft seen off South-East Coast and over Yorkshire Coast.

German barrage balloon came down in Shetlands.

Tuesday, December 12

Soviet Government refused League of Nations offer to mediate in the Russo-Finnish conflict.

Russians gained ground in central Finland and threatened lines of communication between North and South. Finns lost Salla, Kirovsk and Kandalaksja. Russian advance in Karelian isthmus held up.

Enemy attacks on Western Front were repulsed.

British vessel " King Egbert " sunk in North Sea.

British collier " Marwick Head " mined off East Coast.

Swedish steamer " Toroe " mined off Falsterbo.

German steamer " Bolheim " sunk in Gulf of Bothnia by gunfire from submarine, believed to be Russian.

German liner **" Bremen " arrived in German port** from Murmansk after having been sighted by British submarine which, by rules of sea warfare, was precluded from torpedoing her without warning.

Wednesday, December 13

Finns alleged to have recaptured Salla. They were also successful in heavy fighting north of Lake Ladoga.

H.M. cruisers " Exeter," " Ajax " and " Achilles " **attacked German " pocket " battleship " Graf Spee "** in South Atlantic. " Exeter " received damage and fell out ; the other cruisers continued the fight, the enemy ship was hit repeatedly and sought shelter in Montevideo harbour.

Air Ministry announced that two aircraft of Coastal Command attacked two Dornier flying-boats over North Sea and damaged them.

R.A.F. fighters went up to intercept enemy raiders off east coast of Scotland.

U-boat sunk and enemy cruiser torpedoed by British submarine that sighted the " Bremen " during voyage from Murmansk.

Air Ministry disclosed that R.A.F. security patrols maintain a dusk-to-dawn watch over enemy mine-laying aircraft bases in Heligoland Bight.

German raids and patrols increased on Western Front, but were all repulsed by French.

League of Nations Assembly adopted a resolution condemning Russian aggression and calling on League members to help Finland.

House of Commons held secret sitting to debate questions concerning supply.

German liner " New York " reached Hamburg from Murmansk.

TREASURE ISLAND

" How do we stand when we get it ? Do we share—or do we fight ? "

From the cartoon by Sir Bernard Partridge by permission of the Proprietors of " Punch "